

THE CHRISTIAN SCIENCE MONITOR

HOTEL AND TRAVEL NUMBER

BOSTON, MASS., WEDNESDAY, MAY 29, 1912—VOL. IV, NO. 157

HOTEL AND TRAVEL NUMBER

HOTEL AND TRAVEL NUMBER

USING THE INTERNATIONAL RAIL AND WATER HIGHWAYS

WHEN summer ushers in the vacation season our thoughts turn involuntarily to the contemplation of travel. Whether you or I be an American, an Englishman, a resident of the continent, a dweller on islands or an inhabitant of the Far East— to every "citizen of the world" there is an appealing personal note in the idea of a journey to other countries, other cities, other scenes.

So strongly has this idea taken hold upon the public that even the worker whose services appear to demand that he remain in one place delights to read the literature of travel, finding therein a happy substitute for an actual change of surroundings. It is undoubtedly true that many of the best books of the centuries could not have been written without the "travel touch," the broadening and outward-flung inspiration that conceives of nations linked together and all peoples as neighbors. Eliminate the portion of the world's literature that rests in part or in whole upon a basis of intercourse between nations and a large part of our best reading matter would immediately be swept away.

Thus travel is a topic of universal interest. Every one has to do with it at some time or other in his lifetime, and in this modern age hundreds of thousands of persons find their daily occupations directly related to it. So closely woven into our everyday existence are the vast systems of transportation that make travel possible that their beneficent services are accepted by the average man without so much as a mental comment. All our marvelous accommodations for carrying either passengers or merchandise across seas and continents are taken as a matter of course. It is seldom, indeed, that we of the twentieth century pay heed to the tremendous amount of intelligent effort that is being expended on modes and methods of transport and the con-

tinual improvement and betterment of present day systems.

When the porter at the railroad station takes our bag and assists us to mount the steps of the Pullman car the same service is being performed by the ubiquitous and obliging porter in every city on the globe. For every train there is its complement of engineer, fireman, crew and conductors, each of whom has his place in making the passenger's vacation trip a success. Every move of the traveler is dependent in some manner upon individuals whose business it is to fill a niche in the harmonious organization of travel.

Travelers as a class do not consider amusement the sole object of their goings and comings. There has ever been an educational value attached to sightseeing, and it is from this standpoint that THE CHRISTIAN SCIENCE MONITOR has endeavored in its annual Hotel and Travel Number for 1912 to present to the reader, in addition to the latest information about hotels and resorts, a substantial volume of instructive reading on the subject of transportation and its extensive ramifications. Naturally the inquirer bent on learning more about systems of transportation would question those in charge of the great companies whose network of lines reach to the ends of the earth. So THE MONITOR has obtained articles on various phases of transportation written by men in the business.

Transportation is a big topic and it is impossible to consider every detail in one issue of a newspaper, but if this Hotel and Travel Number brings to public attention something on the transportation situation that will cause the busy man or woman to stop and think it will have accomplished its object. Within its pages will be found a wide range of timely articles which are an invitation to the seasoned traveler, the one who is to travel, or the one who hopes to travel.

DOING A GOOD TURN
for clean journalism is what MONITOR readers are aiming at when they pass their copy of THE MONITOR to a friend after reading it themselves. This special Hotel and Travel edition offers an exceptional opportunity to
PASS YOUR COPY ALONG



Prince George Hotel

Fifth Avenue and 28th Street
New York City

This superb hotel is under the personal management of **GEO. H. NEWTON**, well known as the former manager of The Fifth Avenue Hotel, New York City.

Visitors coming to the city either for shopping or pleasure make this celebrated hotel their home, and can be assured of receiving the personal attention of the management.

The hotel is complete in every respect, has 600 rooms, every bedroom being equipped with bath and shower. It has all modern conveniences, and at prices that cannot be equalled for these accommodations.

The hotel is nicely situated, being within a few minutes from the theater and shopping districts. The elevated and subway stations are within one block of the hotel. An ideal place for ladies travelling alone.

The restaurant is under the same management, which assures the visitor of excellent cuisine at very moderate prices.

Within one block of 28th street subway and Broadway.

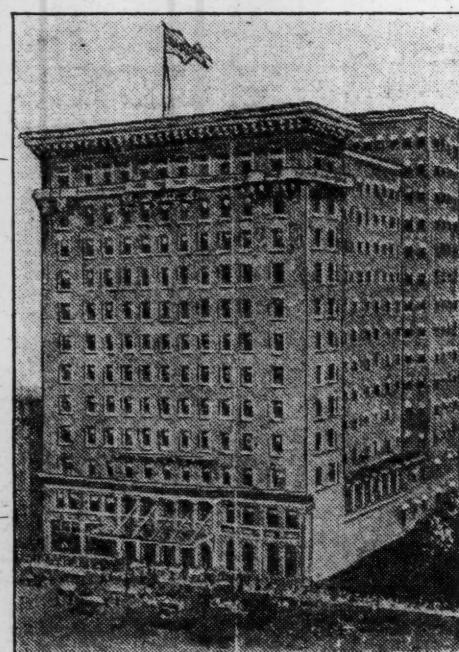
Room and Bath, One Person, \$2.00 and up

Room and Bath, Two Persons, \$3.00 and up

Parlor, Bedroom and Bath, \$5.00 and up

Booklets and information may be had at Hotel and Travel Department of the Monitor.

EQUIPMENT
MODERN
IN
CONSTRUCTION,
APPOINTMENTS
AND
SERVICE



LOCATION
QUIET,
INSURING
COMPLETE
REST.
Yet within easy
walking distance of
the Retail Centre.

HOTEL RADISSON MINNEAPOLIS

T A R I F F

TELEGRAPH AT OUR EXPENSE FOR RESERVATION OF ROOMS

Rooms with lavatory..... One person, \$1.50 Two persons, \$2.50 per day.
Rooms with lavatory and toilet..... One person, 2.00. Two persons, 3.00 per day.
(Detached bath free)

Rooms with bath, lavatory and toilet. { One person, \$2.50, \$3.00, \$3.50, \$4.00, \$4.50, \$5.00 per day.
Two persons, \$4.00, \$4.50, \$5.00, \$5.50, \$6.00, \$6.50 per day.

HOTEL RADISSON CO.

The CARRIEABBIE SHOP

81 East Madison St. Corner Madison St. and Michigan Boulevard CHICAGO

Open Every Day in the Year.

Table d'Hote Luncheon...50c

Business Luncheon 35c

Sunday Dinner 50c

We serve an especially fine table d'hote dinner on Sundays from 12 until 4 at 50 cents, and feel justified in calling particular attention to it.

DAINTY HOME COOKING



CANADA, A YOUNG MAN'S COUNTRY

Dominion Pictured as "Nation in the Making" by Sir William Mackenzie, President of the Canadian Northern Railway

CANADA is today a nation in the making. Because it is the crucible into which the polyglot peoples of the older countries are pouring, the type Canadian of the future will be "compounded of many simplices." But it will be a good type; men of Canada will be clear thinking, strong-minded men, possessing that strength which is the result of successful labor.

Among the very first to imbibe the spirit of Canadian loyalty will be the immigrants from the motherland. These are leaving Britain to better their condition and most of them are leaving the home of their fathers without a regret. What is behind them? A ceaseless, unsuccessful conflict with want, the pinch of hunger, the heel of the classes above them. What do they find in Canada? A land where all men who work, whatever they work at and whatever they gain, are on a social equality, where no one will be asked to comfort himself with lowliness and reverence to his "betters." On a British immigrant ship on the Atlantic opportunity is given you to talk at length with any one of a shipload of Canada's new citizens. Most of them have been expelled from the sunny land of England by economic forces which they have lacked the strength or the good fortune to overcome. An intelligent young Englishman, sturdy, clear-eyed, good to look at, calls himself "one disinherited of England's working classes."

A man who thinks like this needs little conversion to be turned into a good Canadian, a citizen of a new country eager to give him an honored place in its midst. Canada is a young and intensely democratic country, no corner of the earth's surface more so. Her European population is made up of young men and women who have, in an economic sense, been pushed out of social systems in which at least the spirit of feudal days survives; and these people strongly desire to help build up a country where the social idea is that the measure of a man is not what clothes he wears, what balance he has in the bank, or what class he happened to be born into, but simply and solely what he can do.

The human materials, British, American and foreign, of which the founda-



SIR WILLIAM MACKENZIE

tions of a great country are being constructed, are heterogeneous. How are they being made homogeneous? By the inborn wish of the new comers and by the Canadian education of the children. It will not take a generation to weld into a political entity these diverse subdivisions of the world's great human family. By her broad sympathetic system of education, Canada is molding these diverse races into a new empire; the country of newer Canada, speaking the English tongue and bound to the Little Mother Over Seas by ties of sentiment and loyalty. A recognizable type of man is in the course of evolution in the cities, the great wheat plains and the forest lands of the great West. All wealth directly or indirectly comes from the soil, and here we have a vast stretch of fertile earth giving ample room for racial expansion.

In Canada politics is synonymous with

hard business, and today she strongly seeks to obtain for herself treaty-making powers with foreign nations. Too ambitious, you say, for a country of six million souls. Let us not forget that though Canada is today a country of six millions, she may soon be 60,000,000, and ultimately 100,000,000. So astounding a development is not outside the range of the probable. The land is there. That is incontrovertible. And every passing year piles proof upon proof that it is capable of sustaining a gigantic population, a population as ambitious, as independent, as capable and as self-willed as that which lies to the south of the forty-ninth parallel. The good Canadian looks far ahead. Wheat is his great card in the bridge-game of the world, and wheat, he argues, will one day displace rice in Asia. Thus Canada's interests lie in Asia-wards as well as toward Europe.

A mighty country midway between the east and the west, and holding within her borders a wheat field 900 miles long and 400 miles wide, one thing is certain and incontrovertible: Canada's industries will grow because she has the soil for agriculture, the coal, the iron, the forests—and the ambition. Are not these, joined to the dynamic force of an Anglo-Saxon population made up largely of young men, the very things that have made the United States great? Given her growth in population, in due course the wide world will be Canada's market. The wise student of sociology can no longer afford to close his eyes to the fact that Canada is on the eve of a wonderful material development. The enormous areas of her cultivable lands are now becoming known to Canadians themselves. And although American farmers are pouring across the boundary at the rate of 100,000 a year, the people of the United States as a whole have as yet but a feeble idea of the extent and reliable resources of this spacious domain.

Thus, the present immigration is but a rivulet in comparison with the mighty stream which will flow into Canada within the next decade. And more than all other new colonists, Canada desires the young American farmer. He is practical and energetic, he knows his trade, there is no nonsense about him, and his welcome is assured the moment he makes his appearance on the wide can-

vas of Greater Canada.

MECHANICAL VOICES ARE AIDS TO HOTELS

QUESTS at dinner in a large hotel were amazed to hear the clear tones of Caruso fill the dining room, to the accompaniment of the regular orchestra. The diners looked at each other, glanced all over the vast room and scanned the partially hidden players, half expecting to see the Metropolitan opera star. There could be no doubt about the voice; those who had heard the great tenor recognized it at once. But was Caruso in the city? No! And yet, unmistakably there came the deep notes, carefully enunciated and the orchestra effect made the audience doubly wonder.

When the song was finished those of the diners who did not know found out by whispering to their neighbors that this was only another step in twentieth century hotel entertainment. The remarkable voice imitation was mechanical! Seemingly flexible and apparently blending in correctly with the instruments this machine had served to give the audience a musical treat that transported them across a continent to where the world's greatest tenor was pleasing opera patrons. An insight into the popularity of this reproduction of great music is given in the following excerpt from a news story in the New York Herald:

"One of the favorite diversions of this season is grand opera on the roof of the Waldorf-Astoria. The records are exceptionally fine and a decidedly realistic touch is given to the performance by the presence of an orchestra of 15 musicians who play an accompaniment to the voice which proceeds from the sounding horn. The leader of the orchestra, by means of a clever transposition, has adapted the music to the pitch of the voice which comes from the depths of the metallic funnel. Such adaption is by no means an easy task and after it is done the orchestra must be patiently rehearsed. The result, however, justifies the trouble, for the illusion produced is so wonderfully good that if the trumpet itself were not seen or the orchestra hidden behind a screen it would be hard to overcome the impression that the listener was at a real concert. There is among the selections a quartet by Caruso, Scotti and Mmes. Homer and Abbott which is unusually convincing."

This is only one instance of the won-



Concert in roof garden of Waldorf-Astoria, New York city, with orchestra accompanying "auxetophone"



MACHINE FOR TRANSMITTING MUSIC BY WIRE TO HOTEL ROOMS

ders that are being wrought mechanically in, hotels, restaurants, stations, and all places where the traveler halts. An instrument has been devised and is now in use by which train calls in a railroad passenger station are made by one person in the trainmaster's or depot master's office and are instantly reproduced in full volume in all parts of the station where passengers congregate. Every room in the station gets the same clear, distinct announcement, thus doing away with the annoying repetitions that add to the confusion of a busy railroad terminal. This same device may be used by trainmen to notify passengers of the next stop. Passengers on street cars may be given the names of the streets plainly without the necessity of the conductor opening the door. This tends to do away with the usually provoking watching for stops by the person aboard the car.

For paging guests in hotels the "enun-

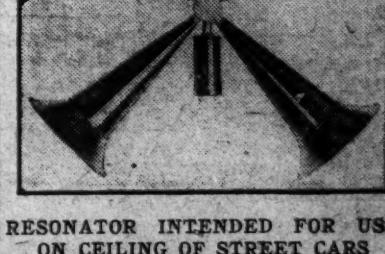
cator," as it is known, is an innovation cated before a boy could have been start- ed to him.

Music may now be supplied to hotel and steamship rooms and on board trains by a musical invention following the same principle as the paging device. In Chicago where the invention originated it is being used in more than 50 public and semi-public places. Two public schools are equipped with it.

At the Marquette school, one of the largest in the city, two large buildings of four floors each have 14 stations, distributed throughout the buildings for the purpose of giving music, which is used for marching the pupils in and out for fire drills with the result that the music can be heard in any portion of either building. The same plan is being tried at the Willard school. Since this method of music has been introduced in the two schools, there has been a noticeable change in the decorum of the children, it is said, and it is pleasing to note the rhythm in the marching to the music by the pupils.

The company that manufactures this device has established a central music exchange in the loop district in Chicago, from which they distribute music over telephone wires to regular subscribers. The distribution of music is in all directions at distances of one quarter to 1/2 miles. The subscribers can obtain music at the same time from a single source. Five hundred subscribers can be played to simultaneously from one record and all obtain as large a volume of music as could be given if only one subscriber were being served.

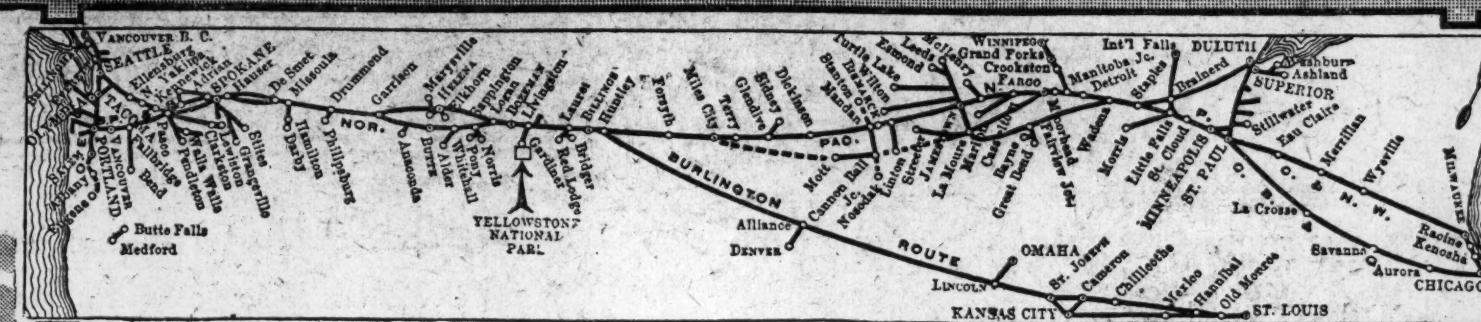
Agent for Buick Motor Cars
PARKER BROS.
GARAGE
5317 to 5323 Lake Ave. - CHICAGO
Telephone Hyde Park 1011



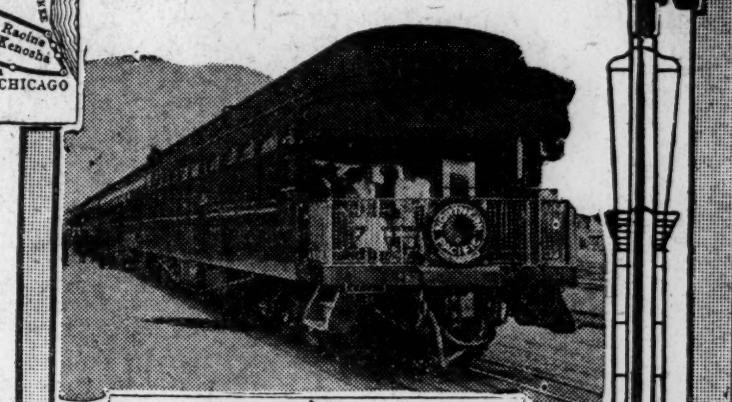
RESONATOR INTENDED FOR USE ON CEILING OF STREET CARS



Low fares on numerous dates, account conventions and events on the North Pacific Coast. Elks! this is the logical route to Grand Lodge at Portland in July. Special train parties.

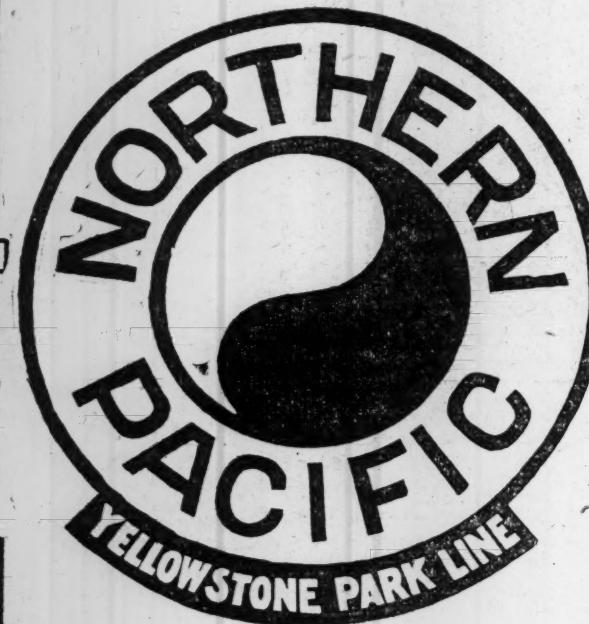


Route of the "Great Big Baked Tomato." Our own butcher shops and bakeries and a dairy and poultry farm, insure the best of dining car service.

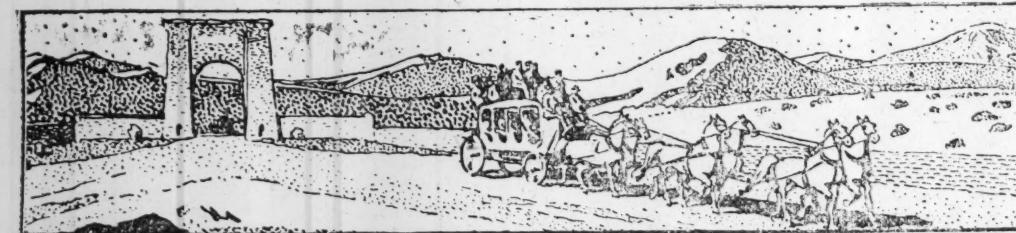


See America Now via Northern Pacific Railway

Join a Special Personally Conducted Party to Yellowstone Park and the North Coast. Ask about them.



GARDINER GATEWAY—OFFICIAL YELLOWSTONE PARK ENTRANCE



YELLOWSTONE NATIONAL PARK: SEASON JUNE 15-SEPT. 15

which you must *surely* visit, going in through Gardiner Gateway, the official entrance, reached *only* via the Northern Pacific. See the Geysers, Cataracts, Canyons, Hot Springs and Mud Volcanoes, the Beasts, Birds and Fish which there abound. The regular 5½-day tour of Yellowstone, including all hotel accommodations, meals and stage transportation, is but \$55.50 from Livingston, Montana (main line diverging point; see map).

Visit PUGET SOUND, COLUMBIA RIVER REGION and ALASKA

No change of cars from Chicago and St. Louis to the North Pacific Coast. The North Coast Limited from Chicago, via C. & N. W.-N. P. Lines; the Northern Pacific Express from Chicago, via C. B. & Q.-N. P. Lines, and the Puget Sound Limited from St. Louis and Kansas City, via C. B. & Q.-N. P. Lines, provide the highest type of train service, with dining car meals that are famous.

The best thing to do is to write today for some literature describing this great "SEEING AMERICA" Trip, and our Low Summer Excursions for pleasure seekers and home seekers.

Do it now! Full particulars will be promptly forthcoming. Enclose 6 cents in stamps for the luxe book "Through Wonderland"; ask also for "Minnesota Lakes" and "Summer Trips."

C. E. FOSTER, Dist. Pass. Agent, or A. M. CLEELAND, Gen'l Pass. Agent, 207 Old South Bldg., Boston. 114 N. P. Bldg., St. Paul, Minn.



BEAUTIES OF PACIFIC NORTHWEST SEEN ON SAIL DOWN THE COLUMBIA

Waterfalls of Cascade Mountains and Huge Rocks in River Give Scenic Variety to Charming Landscape

HIGH PEAKS VISIBLE

It is said that every river has its face; that one can easily recognize the Hudson, the Ohio, the Mississippi, the Columbia. This assertion seems especially applicable to the Columbia, the mighty waters bearing so many names—the Wauna of the Indians, the Oregon of poetry, the Thegayo, the Rio de los Reyes, the Rio Estrachos and the Rio de Aguilar.

This lordly river winding its majestic way through gentle valley land clothed with a wealth and beauty of tree that is no stranger to the soil of Oregon, or rushing through a mountain gorge where each great bank vies with the other to excel in beauty, presents a scenic picture certainly not duplicated in all America. The astonishing width sometimes taken by the Columbia, as when reaching the six and nine-mile mark; the waterfalls in the Cascade mountains through which the river flows, hundreds of feet high, sparkling amid rocks and stately fir; the fantastic carving of earth and boulders skirting the water's edge, and some of the huge rocks settled in the very river itself, looking as if they had placed themselves there, like Psyche, to admire their image in the mirror of the stream—these distinctions are sufficient allurements for any river scenery.

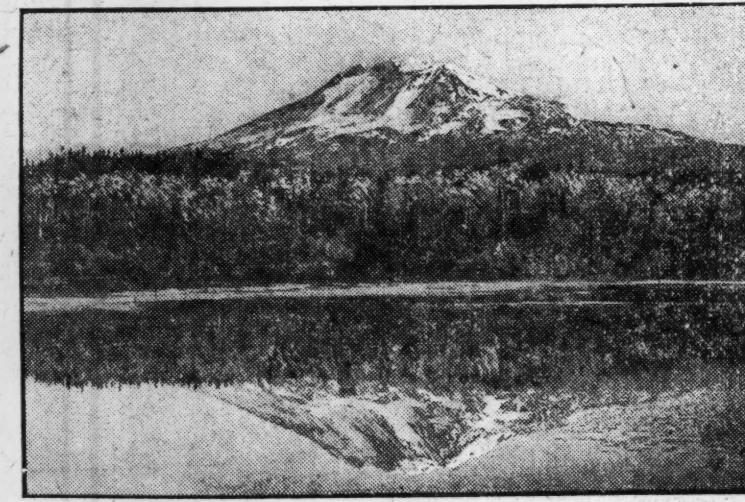
Yet the Columbia possesses a still greater charm. It is that of her mountains, the great perpetually white-capped peaks with their lower raiment of dark green, views of which one catches all through the long reaches of the river.

The traveler will begin his journey down the Columbia at The Dalles, from which point the chief beauty of both scene and legend start. A short distance below this city he comes upon the lava cliffs which remind him of the time when the peaks about him were in action.

Near the lava cliffs is a very curious semicircular wall covering an immense area.

Shortly the sight-seer passes the Cascades where for five miles the river is so rough that transportation had to be by train before the Cascade locks were built.

Reaching again the natural portion of the river the great fish wheels attract notice. These are ingenious devices placed in the swift sections of the water. Revolving by the force of



Mt. Adams, one of the great peaks of Washington—Multnomah falls below

the current they dip up large quantities of fish. Eight tons may be taken in this way by one wheel alone.

Nature's marvels again absorb the traveler's attention, when in the great mountain reach of the river the swift waters break their way through the mightiest mountain range of the northwest coast. And it is the only river doing this, the only river parting the peaks, this, the only river parting the part known to the world as the Columbia river gorge. Through here Castle rock, St. Peters dome, Oneonta gorge, Multnomah falls, Cape Horn and Rooster rock, are the best known features of interest.

After passing Oneonta gorge, a narrow torrent parting the tall cliffs on the south bank, the river begins to widen and the mountains lower to more modest altitudes. Nevertheless the traveler finds himself sweeping toward waterfalls that are higher and more beautiful than any passed, and Multnomah, the peer of them all, stands in their midst on the Oregon bank. Its sparkling waters leap down a tree-laced precipice a distance of more than 800 feet.

Rounding Cape Horn, another wonder in the shape of a long basaltic palisade, one comes upon Rooster rock, one of the Columbia. Rooster rock is distinguished by a singular and exquisite beauty, and is considered the most beautiful object on the river. Many Indian legends are woven about it.

Passing Vancouver the little city noted as the home of a great government army post, but living in history for its association



with the names of McLoughlin, Grant, Sheridan, McClellan and Hooker, the sightseer soon arrives at the place

MONTANA'S GLACIER NATIONAL PARK NEW LURE TO THE TOURIST

Variety of Rocky Mountain Scenery Compressed Within Its Boundaries Said to Rival Any in America

ON CANADIAN LINE

One of the strong attractions for tourists who give attention to the scenic beauties and other interesting features of the western country is Glacier national park. The reservation is the second largest and the newest of American national parks, having been established by act of Congress in 1910.

Within this tract of country comprising 1400 square miles among the Rocky mountains in northwestern Montana is compressed a variety of mountain scenery said by some travelers to be unsurpassed for beauty and grandeur in this country or in Europe.

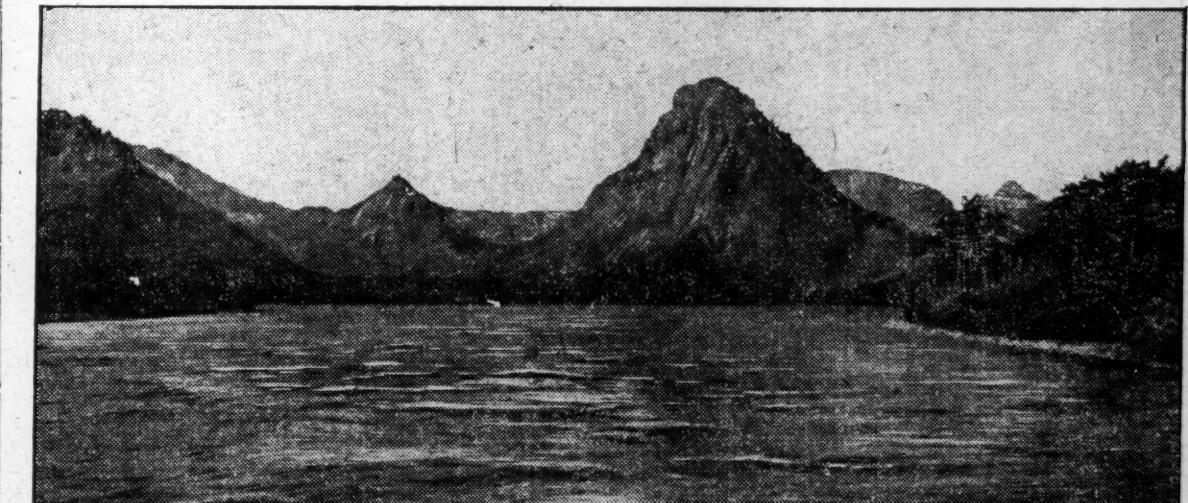
Stepping over the northerly border of the park one finds himself in Canada; at the east of the tract is the Blackfeet Indian reservation; at the west is the northerly fork of the Flathead river, and along the southerly edge runs the Great Northern railway, whose officials cooperated in securing the setting apart of the land for public use and have spent large sums for the service they offer the tourist visiting the park.

The main range of the Rockies runs through the park from north to south and lakes McDonald, Kennedy and Louise and upper and lower St. Mary's lakes,

where the Willamette river flows into the Columbia. Here looking back up the Columbia and over the adjoining land one obtains a beautiful view of the mountains along the river.

Five peaks suddenly rise to the vision. All the way down from the Dalles one has been catching charming views of Mt. Hood in particular, but no such a number of lofty peaks have presented themselves before. Three of these mountains, Rainier, St. Helens and Adams, are seen on the Washington side. Mt. Hood and Jefferson belong to the Oregon side. Rainier, or Tacoma as it is also called, overtops every one of its neighbors, reaching an altitude of more than 14,000 feet. Mt. Hood nearly approaches it in height. This is the best view of Mt. Hood that the river affords, and indeed it seems as if no mountain anywhere could surpass

VIEW ON TWO MEDICINE LAKE IN GLACIER NATIONAL PARK



(Copyright 1909 by Kiser Photo Co., for Great Northern Railway)
One of the attractive bodies of water in America's newest public playground situated in scenic section of the Rocky mountains and now open to visitors

Two Medicine lake and Avalanche lake, all surrounded by towering cliffs and peaks, provide a variety of scenes most impressive. The Cutbank river, with its deep and rocky canyons, is a wild, roiling stream which finally reaches the Atlantic ocean through the Missouri river. Trails lead from Cutbank pass to the summit of Triple Divide mountain, where one can see the water flowing down three different sheets toward their different destinations, the Gulf of Mexico, the Pacific ocean and Hudson bay.

The government already is building roads and trails in many places, erecting buildings and making the wonders of nature accessible to the sightseer, and there are several hotels and camps where travelers are well cared for. There are present but two entrances to the reservation, one at Belton on the west side of the continental divide, and one at Midvale, on the eastern slope. Both

are on the main line of the railroad. The former is 1608 miles and the latter 1150 miles from Chicago.

Two weeks, it is said, can be spent to advantage in the park, so many things are there well worth seeing. Besides it is a big country and there is a great

deal of up and down. At Little St. Mary's lake the water falls 2100 feet. If one visits Lincoln peak he can look up 300 feet at Mt. Jackson and down 2000 feet into Lake Louise. It is several days' trip on horseback to Blackfoot glacier, one of the largest in America.

ANAPOLIS IS INTERESTING

Near to Washington and Baltimore, Capital of Maryland is Noted for Naval Academy

VISITORS to the state of Maryland seldom fail to make the rounds of Baltimore and every one will concede that the greatest place of interest in the state is Washington, the national capital of the United States, for to the tourist the District of Columbia is a part of Maryland. But to get away from the beaten path one can profitably take a trip to Annapolis, the capital of the state, whose chief fame lies in the fact that here is located the naval academy of the United States.

There is hourly trolley service to Annapolis from Washington, the cars starting from the treasury building in the center of the capital. Annapolis is probably the only city of its size in the country which has no steam passenger trains, electrification having become a reality here. Formerly it was a much more tedious journey to go to Annapolis by railroad than it is today by trolley.

For colonial buildings there is no other city in America that can surpass Annapolis. Here the passing of time has left few marks and although a modern town has grown up around the old landmarks they have been left untouched. The capitol building is the same as when the Continental Congress met there toward the close of the Revolutionary war and in this Senate chamber George Washington on Dec. 23, 1783, resigned his commission as commander-in-chief of the American forces.

Along with these rich historic glimpses at the past, however, may be seen the modern progress of the nation in the fine buildings and grounds of the United States Naval Academy. Bancroft hall, the principal structure in the group which has been erected to accommodate the school, is larger than the Capitol at Washington. The Capitol covers 262,850 square feet, while Bancroft hall takes up 30,074 square feet of land.

Beyond Washington, in the interior, Maryland has many interesting spots worthy the attention of the traveler. The battlefield of Antietam attracts many persons annually. Frederick is a town that lives in history, and here stands a stone building said to be the oldest railroad station in the world. It was built in 1832.

HOTEL IMPERIAL

ROBERT STAFFORD

Broadway, 31st and 32d Sts., New York City

One Block From New Pennsylvania R. R. Station

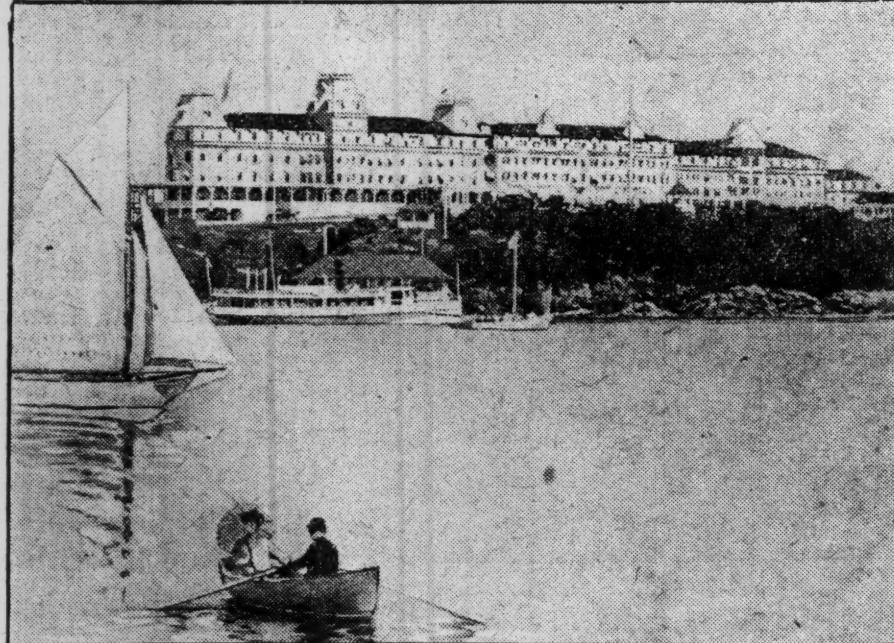
THIS
IS THE
HOTEL
IMPERIAL

This picture gives an idea of the exact location of the HOTEL IMPERIAL, extending from 31st to 32d Street on Broadway. At the extreme left is the new Pennsylvania Station, which is the New York Terminal of the Pennsylvania R. R. and the Long Island R. R. The street at the left is Sixth Avenue, under which are the Hudson tubes. These tubes extend under the Hudson River and connect with the Lackawanna, Erie, and Lehigh Valley Railroads on the New Jersey side. All of the railroad stations and steamship docks are quickly and easily reached from Hotel Imperial.

Booklet With Rates, Also Map of New York City, Free on Application at Monitor Office, or to Copeland Townsend, Manager.

Hotel Wentworth

SPEND THE SUMMER BY THE SEA



New Castle-by-the-Sea, New Hampshire (Near Portsmouth)

Associated with the Ideal and New England Tours
SITUATED AT THE MOST DELIGHTFUL SPOT ON THE NORTHERN ATLANTIC
SEABOARD—LONG NOTED FOR SUPERIOR SERVICE AND MODERN EQUIPMENT

Both nature and man have certainly contributed to make the HOTEL WENTWORTH a perfect place for a summer's sojourn. Surrounded by a picturesque, private park, this beautiful hotel commands a wonderful view of the great harbor, and broad expanse of water, rendering suitable facilities for bathing and swimming. In every direction on land are delightful roads for motoring or driving. Portsmouth with its navy yard and ever present battleships, is but three miles away. Whatever your chosen form of recreation, you can indulge in it to your heart's content—the facilities here for golf, tennis, baseball and dancing are rarely equalled anywhere.

HOTEL WENTWORTH Accommodating 500 Guests. Early Reservation is Advisable. Opens June 26th; Closes late in September. Our booklet, telling how easy it is to reach here from all points, describes the exceptional equipment and contains many illustrations of the handsome rooms and surrounding scenery.

H. W. PRIEST, Manager, WENTWORTH HOTEL COMPANY, New Castle-by-the-Sea, Portsmouth, N. H. (WINTER, THE CAROLINA, PINEHURST, N. C.)

Forest Lake Resort

Campbellsport, Wis., is the place for you to spend your vacation. An ideal spot for rest and recreation. No liquors sold. No Sunday excursions. Fine boating, bathing and fishing. Pure analyzed drinking water. Send postal for folder.

C. N. TROMPEN, Prop., 120 E. 11th St., Chicago, Ill.



CALIFORNIA

Via the Salt Lake Route

(San Pedro, Los Angeles & Salt Lake R. R.)

66 HOURS VIA THE LOS ANGELES LIMITED.

SOLID TRAIN OF SLEEPERS, ELECTRIC LIGHTED THROUGHOUT.

Chicago to Los Angeles and Pasadena Daily

Other Through Trains from Chicago, St. Louis,

Omaha, Kansas City, Denver, etc.

For information inquire of ticket agents, or

M. DE BRABANT, General Agent, 290 Broadway, New York.

Eugene M. Bornhoff

BLACKBOARDS

Made to order either plain or ruled and lettered for STOCK AND GRAIN BROKERS EVERYWHERE.

High Class Sign Work a Specialty

The Rookery, Chicago

Westhampton Heights

Near New Richmond College Site

Lots for sale on easy terms, without interest and without taxes.

Westhampton Heights Company, Inc.

E. H. LIPSCOMB, Secretary and Treasurer.

1013 East Main Street,

Phone Mon. 2648

RICHMOND, VA.

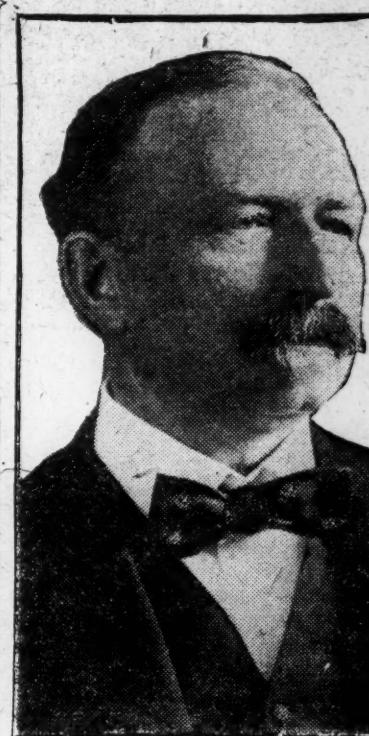
CANADA AND HER TRADE ROUTES

Sir Thomas Shaughnessy, President of the Canadian Pacific Railway, in Strong Article, Urges Building Up of Traffic East and West

The policies best suited to govern the development of the transportation systems of the Dominion of Canada are discussed in the following review specially contributed to the Monitor by Mr. Shaughnessy.

THE magnificent strides of all eastern Canada; the growth of the cities on the Great Lakes and on the St. Lawrence, the multiplication of manufactures, and the spread of wealth and prosperity, are beyond any question to the opening up of that vast empire west of Lake Superior which has brought so much new trade, and which has given so much additional occupation to the people of the east. Think of what its cities are sending to that country—groceries, provisions, implements, bicycles, machinery, stoves, pianos, books and merchandise of every possible description—from its stores, factories and laboratories. It is by these means that Ontario's wealth and population were built up. It is true that the opening up of the west caused something of an emigration from Ontario to the west and a temporary falling off in the value of farm lands, but any loss suffered in that was a mere bagatelle compared with the enormous advantages gained from the other causes.

It is not necessary to more than refer here to what has taken place in the territory west of Lake Superior during the last few years: the growth of population and extent of lands which have been brought under cultivation in Manitoba, Saskatchewan and Alberta. That is an open book which has been read by every one. The crop in those provinces amounts to more than a hundred million bushels of wheat alone. This, with the proceeds of their coarse grains, cattle, dairy industry and other produce, gives some idea of the enormous purchasing power west of Lake Superior. The people of Ontario and all eastern Canada



SIR THOMAS SHAUGHNESSY

will profit by every additional dollar of purchasing power the west possesses, provided that we Canadians are true to ourselves and realize that we must do whatever is in our power to strengthen the ties between that country and eastern Canada so as to make the Canadian west an essential portion of the Dominion.

We are all too apt to think only of the prairie country in connection with agriculture, but in British Columbia the fruit industry means a great deal for Canada. This year alone not less than 17,000 acres of orchards will become productive, and this new yield will bring a return of no less than \$5,000,000. This will mean a gain, an important addition to the purchasing powers of the farmers of the prairie country, while the mines and lumber industry will be given increased activity, and will come to the East for their supplies; so that from every side the cities of the St. Lawrence valley receive advantage from the growth of that western territory.

With the good harvest of last year we are sure to forget the recent financial stringency, but I earnestly trust that while we forget these disagreeable days and the trials that everybody connected with financial affairs was put to, we shall not forget the lesson of that period—we shall not forget that a boom, if it be an ephemeral boom, must have serious results.

Can any one place a limit upon the possibilities of Manitoba, Saskatchewan, Alberta and British Columbia—not within the next quarter of a century—that is too long—but within the next 10 years? I think I know the western country as well as most people. I have watched it as carefully as any, and I would hesitate very much indeed to prophesy upon its future possibilities.

But while we are giving attention to our agricultural interests and encouraging development of our farms and our fruit lands and our mining and lumbering operations, we have other things to do in Canada which we must carry out if we are properly to fulfil our destiny.

We have our internal waterways. We must endeavor to shorten the distance between the Georgian bay and the sea, board and improve the routes so as to make traffic cheaper. We must amplify and improve our ocean ports so as to give cheaper handling of traffic there. We must see that our St. Lawrence navigation and the approaches to our Atlantic seaboard are made as reliable and safe as modern methods can make them. By doing this we shall be encouraging shipping to our ports and by bringing additional ships we shall be bringing what we want most—people from the various countries of Europe to occupy our vacant lands. Year by year the requisite work should be done without an attempt at unwise economy, but efficiently and intelligently so that we may bring to our own country and commercial centers all the business of the West that belongs to us, and send back our merchandise over the same routes and handle through our own national termini all the imports and exports of this country. We should adopt every improvement and not hesitate in any expenditure necessary for the safeguarding of Canadian traffic that may be undertaken by the government for the protection or improvement of our waterways.

The question of the All-Red route will be solved in the future. When the matter has been thoroughly threshed out by those who have been discussing the subject, some plan will be reached for an improved service, which will not only bring additional immigrants and tourists to Canada, but will make the Dominion a still more popular route on the highway around the world.

There is one other subject to which reference must be made. Our population is continuously being increased by immigration from Europe and the United States. These settlers coming here have naturally not the same national sentiments as we have, but we want their cooperation and countenance in carrying out the great works before us for the

still greater advancement of our country. The question is how to secure that cooperation. If after he has been here a little while the settler from the United States finds that he can buy his agricultural implements and other supplies as good advantage there as in Canada, he will naturally do so, and the trend of trade and all social intercourse will thus become northward and southward. In the same way, foreigners from Europe will follow the example of their neighbors, and it is easily seen what the result of such a condition of affairs would be in the course of a few years—bound to the United States by the strong tie of commercial intercourse.

This is something which we must try earnestly to avoid. We must establish such relations between the merchants and manufacturers of the east and the merchants and consumers of western Canada, as will make the trend of traffic and of social intercourse in Canada east and west. If we succeed in doing that we shall not only make these strangers, these colonists who have come here to build up homes for themselves and their families, good Canadian citizens, but shall be able to make them strong advocates of every policy calculated to advance the material interests of the country and bring the various provinces into closer connection, and thus more firmly establish the original idea and intention of confederation.

How are we going to do this? Without talking as an expert, we must rely upon two things: First, a strong and well thought out transportation policy. By that I do not mean that we should deny people the right to build railways north and south. That would create dissatisfaction, and we do not want that.

Let who will build railways from the international boundary northward into the western provinces, or westward through them if they wish them. But let the men in charge of the transportation interests of Canada devote themselves to such an improvement of their properties as will enable them to carry traffic more cheaply, if possible, than it can be carried in any other country. But besides this transportation policy, we should have a wise, prudent and statesmanlike tariff policy; not with a view to enriching the manufacturers or making goods more expensive to the consumer. That, I think, can be regulated. I do not see any reason why there should not be a trade commission as well as a railway commission. But the work should be done, so as to definitely and beyond any question fix the channels of Canadian trade eastward and westward.

There is a tradition, an unwritten law, that a man in my position should not talk politics. I have great respect for traditions and would not wish to be misunderstood or construed as saying anything of a political character. To my mind, neither the transportation policy nor the trade policy of this country involves one single element of partisanship. On the contrary, every loyal citizen of Canada, from New Brunswick to the Pacific; every British subject who wishes to see this country occupy the place she should in this fabric of empire, approximating the position of Great Britain herself, must agree with me that these subjects cannot receive too serious and impartial consideration.

GIRL MAKES MONEY RAISING PEACOCKS FOR GREAT ESTATES

Probably every girl who suddenly discovers she has to make her own living tries to find some kind of distinguished work with a tinge of aristocracy about it, writes Elizabeth Parker in the Outdoor World. I will confess that I had this failing. Peacocks appealed to me as the one creature that carried an air of birth and breeding, since this historic bird was Juno's attendant in the age of mythology. So I started my peacocks for profit.

It was a happy idea, too, for I soon found that money could be made in it, that the work was comparatively easy and that the gorgeous creatures themselves were a never failing source of entertainment. The beautiful birds with their magnificent color, gorgeous plumage and their tendency to exhibit their splendor on every occasion, have been to me a continual pleasure.

As a plain business proposition they are money makers, as there is a good market for them at prices ranging from \$20 to \$200 a pair, according to beauty. As they are a rich man's luxury, one seldom has to cut prices to make sales. I suppose in time the market will grow less, but at present there are so many men building themselves great estates that the demand is strong. On these estates the decorative features of the peacock add the final touch to all that is rare and beautiful and once you have gotten the eye of your prospective customer you have little difficulty in effecting a sale. The peacock seems to belong to clipped hedges, great carved stone vases, lovely terraces and green lawns.



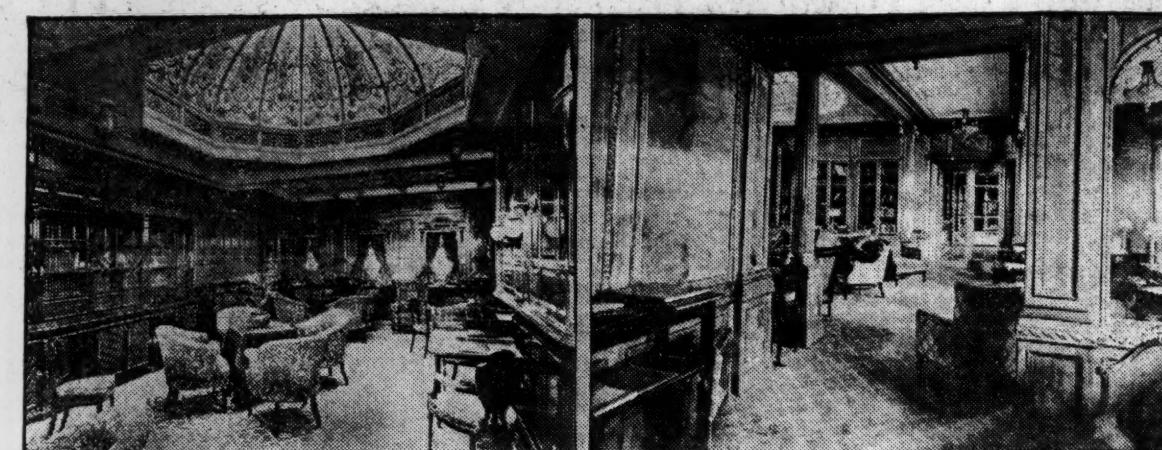
LIBRARIES ON OCEAN LINERS ARE IN CONSTANT USE

Books Are in Charge of Special Steward Who Issues Them Exactly as in the Circulating Library Ashore

FICTION IS POPULAR

NEW YORK—Not the least attraction of a voyage on a modern ocean liner is the surprisingly well stocked ship's library, which is always at the disposal of the passengers. The delightful days at sea free from all care or interruption offer an ideal opportunity for quiet reading. Commissioned to obtain data regarding this feature of oceanic travel, a special representative of The Christian Science Monitor made an interesting discovery, namely, the frequent use made of the steamship libraries by the traveling public.

The books of the ocean libraries are in charge of the library steward, who issues the volumes exactly as in the ordinary circulating library ashore. Upon the invitation of the French, Cunard and White Star lines a Monitor representa-



At the left is shown the library of the Arcadian of the Royal Mail line and to the right is the library of the Cunarder Lusitania

Scott and Burns being the most popular, Tennyson coming next, perhaps, and Longfellow about the same. French classics are also in demand, Guy de Maupassant, Alphonse Daudet, Pierre Loti and Balzac, "Le Pere Goriot" being perhaps the most used. But most popu-

all the books on board they are the least read. Strange is it not, as Shakespeare is the greatest of poets?"

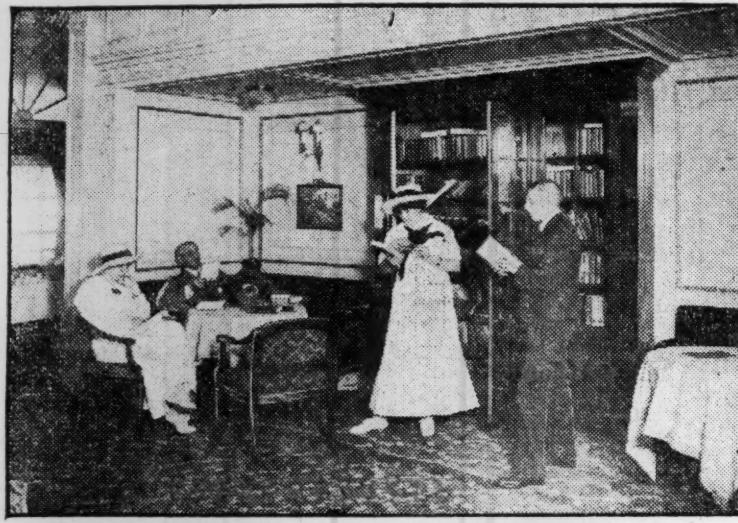
Steward as "Postmaster"

The foregoing interview was granted shortly before midnight in the midst of frequent interruptions to meet the needs of oncoming passengers. The United States government maintains a sort of sub-postoffice at these steamers to receive mail intended for Europe, whereas letters for American points are delivered to the library stewards. Letters delivered to this sub-postoffice are taken to the main postoffice, stamps are cancelled, and the mail brought back to the boat just as it leaves this port. Passengers can thus get the benefit of quickest possible delivery in Europe of belated letters written in America.

One group of passengers came to the steward with letters. He asked, "Are they for European points?" and was answered "Yes." He said, "Give them to the official at the gang plank." One of the party said, "He won't receive them." The steward replied that an official was there for that very purpose.

"Oh, it's all the same, put them in this place, we can't bother with running around any more," said an impatient member of the party, whose word was obeyed. The steward explained that because of this act these letters would have to go to Europe on a later boat, whereas, they would have gone on the Lusitania if the passengers had only listened and learned of the provisions made by the United States government for the convenience of the traveling public.

"That is the penalty of impatience," said the Monitor's representative, and the steward smiled understandingly. This incident was in striking contrast to the noticeable courtesy and self-con-



Library on board the Victoria Luise of the Hamburg-American line and steward at work

tive interviewed several library stewards and was courteously given all possible information in regard to the use of the libraries aboard ship.

On a day when a multitude was viewing that latest of all ocean greyhounds—La France of the Compagnie Generale Transatlantique—the steward found time to answer in detail all the questions asked of him. As this was the first voyage of that beautiful ship, he could have little to report regarding the use of its library, but it was felt that the steward of the French line's finest boat would be a person of experience on the ships of the line who had merited the confidence of the company. This supposition was found to be correct and much interesting information regarding the use of books on French ships was forthcoming. For example, Balzac was found to be the author in greatest demand, and next to Balzac translations of Tolstoi's "Anna Karanina" and "Resurrection." Then came Lesseur and Gyp, much in demand among ladies. Other authors mentioned as popular were Hermant, Willy, Hugo, Dumas, Renan, Maeterlinck, Farrere, Maupassant, Pierre Loti, George Ohnet, Anatole France; and among English authors, Mrs. Humphry Ward, Sir Gilbert Parker, A. and E. Castle, Eden Phillips, H. G. Wells and the Willoughbys (C. N. and A. M.).

Tastes Vary on Each Line

Quite a different line of reading is disclosed on the boats of the White Star line, where the most popular book seems to be Mason's "Brooken Road," with George Eliot's "Adam Bede" a close rival. Oppenheim's works were said to be in use practically all the time. On voyages this way with many Irish on board Wiggins' "Experiences of an Irish Magistrate" is much used, and among Americans going the other way Mark Twain's "Yankees at the Court of King Arthur" is a favorite. "Far From the Madding Crowd," by Hardy; "Gamblers," by Thurston and "Waifs of Circumstance," by Tracy, were considered worthy of special mention by the steward.

From the steward of the swiftest of Cunards, the Lusitania, it was learned that the ship carries about 350 standard works, about 400 books of lighter vein and some 60 of the most recent publications. Only the standard works are permanent. Those of lighter vein are frequently changed, the novels of this sort being renewed about four times a year. With a library of not more than 1000 volumes, there is an average of about 400 lendings on each voyage, the maximum being about 500 and the minimum falling as low as 300. Reading is popular even in fine weather.

When asked as to the demand for the various authors who might be called popular among the passengers, the steward reflected for a while and mentioned "Bacon's Essays," Boswell's "Life of Johnson," Bernard Shaw and Captain Mahan's "Sea Power."

"He wrote this book when he was captain, now he is admiral," added the steward.

English poets are much patronized,



Music room and library on the steamship Mongolia, trans-pacific liner of the Pacific Mail fleet

also some of John Hay's works are much read. Perhaps 20 per cent of the reading is of the English classics. German classics are not so popular as French, though Heine has the pre-eminence among those that are used, Goethe being almost neglected.

The steward concluded by saying, "We have 12 volumes of Shakespeare and of

trol manifested by both crew and passengers of this famous steamboat on the eve of putting to sea from the port of New York.

Copies of "Science and Health with Key to the Scriptures" by Mary Baker Eddy, and some other works by the same author, can be found in the libraries of the boats sailing from the port of New

Passaconaway Inn

YORK CLIFFS, MAINE



OPEN JUNE 27 Seashore and Country Combined—A charming, picturesque resort, directly on and overlooking the ocean, combined with every known summer pastime. Golf, Tennis, Billiards, Bowling, Automobiling, Garage, Bathing, Fishing, Sailing, Fine Orchestra. On direct line to Portland and White Mountains. Open June 27. For booklet address

HOLLAND HOUSE, 5th Ave. and 30th St., New York

Poet Shakespeare Is Least Read of Any Author on One of the Transatlantic Lines, Says Ship Librarian

VARIETY IS OFFERED

on the increase and one that has more than kept pace with the increase in the number of travelers.

Literature of the Christian Science movement, the main work of which is "Science and Health with Key to the Scriptures," by Mary Baker Eddy, is carried in the libraries of steamships of the transpacific lines as follows: Oceanic line steamships Sierra and Honolulan; Pacific Mail liners Korea, Siberia, Mongolia and Manchuria; Toyo Kisen Kaisha (Oriental Steamship Company), steamers Shinyo Maru, Tenyo Maru, Chiyo Maru, and Nippon Maru.

YORK under the management of the following lines: Cunard, Anchor, Atlantic Transport, White Star, American, Hamburg-American, Atlas branch, Hamburg-American, Holland-American, North German Lloyd, Royal Mail, Red Cross, Lampart and Holt, Panama Quebec, Savannah, Trinidad, Old Dominion, Royal Dutch West India, Red "D," New York and Bermuda.

Persons wishing to make use of The Christian Science Journal while traveling on the boats of the French line will find in the library the current copy of that magazine.

Pacific Ship Libraries

SAN FRANCISCO—Inquiry at the offices of the steamship companies operating from this port shows that the ship library is growing steadily in popularity with ocean travelers. None of the established lines would consider operating a modern steamship without a full quota of standard and fiction works, as well as the latest magazines and periodicals.

The habit of reading on sea voyages is not a new one, but it is one that is year.

OHIO CAMPERS ORGANIZE

CINCINNATI—Ohioans who camp along the Little Miami river near this city have organized the Little Miami Campers Association, with B. J. Velage as president, for the purpose of protecting the camp property throughout the

Atlantic Service

LONDON—PARIS—HAMBURG

JUNE SAILINGS

Victoria Luise	6th	9 AM.
Pres. Lincoln	8th, 11	AM.
Amerika	13th, 16	AM.
SS Pretoria	15th, 18	AM.
Cleveland	20th, 10	AM.
Hamburg	22d, 19	Noon
Kais'r Aug. Vic.	27th, 9	AM.
Pres. Grant	29th, 10	AM.

HAMBURG

JULY SAILINGS

Cincinnati	4th, 12	noon
4th—8th, 10a.m.	4th, 10	A.M.
Amerika	11th, 14	AM.
Pres. Lincoln	15th, 18	AM.
Cleveland	22d, 25th	9 A.M.
2d Cabin only	Will call at Boulogne, 1st Cabin only.	

AUGUST SAILINGS

Kaiserin Aug. Vic.	1st, 11	A.M.
President Grant	8th, 12	noon
Amerika	15th, 11	A.M.
Uncle Tom	22nd, 1	P.M.
Kaiserin Aug. Vic.	23rd, 12	noon
President Lincoln	31st, 12	noon
2d Cabin only	Will call at Boulogne, 1st Cabin only.	

MEDITERRANEAN

Gibraltar, Naples, Genoa

S. S. MOLTKE, May 29, July 6, 10 A.M.

S. S. Moltke, Aug. 20, 11 A.M.

AMERICAN

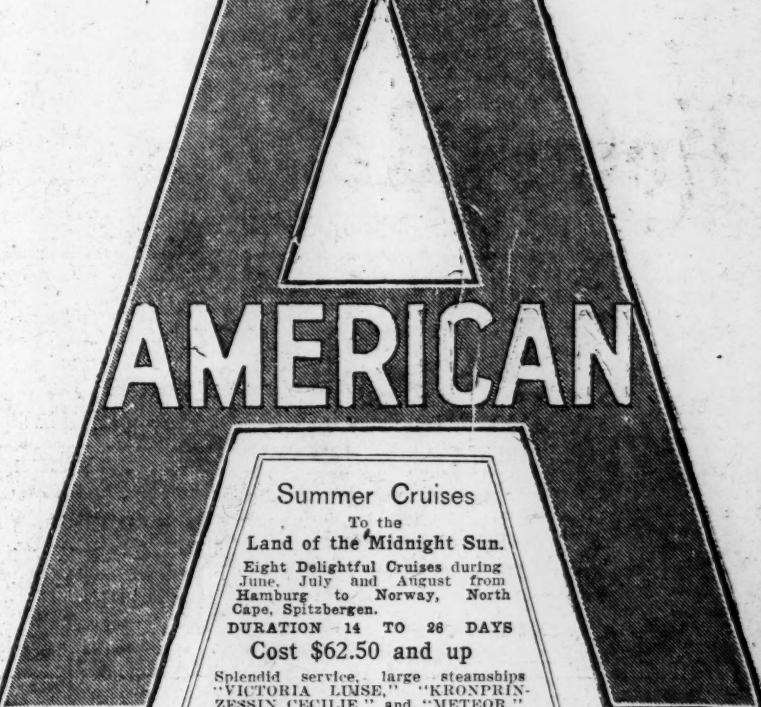
in the World.

1,210,000 TONS

HAMBURG

Largest S. S. Co.

OVER 400 SHIPS



Moderate prices, strictly home cooking.

All street cars pass our doors.

WALDORF CAFETERIA

MEHESY BUILDING 276 MAIN STREET

Salt Lake City Utah

Open continuously 7 A.M. to 9 P.M.

HOTEL CARLTON

THE PERFECT HOME HOTEL
Milwaukee Street and Juneau Avenue. MILWAUKEE, WIS.
A quiet, high class, strictly modern hotel. One hundred exquisite rooms, with or without private baths. Swimming districts. Cuisine, with or without special weekly rates.

CATERINE MOSER WREGE—Proprietors—CAROLINE L. HARTFORD
L. E. BURR, Manager.

TWO IDEAL CRUISES AROUND THE WORLD

NOV. 9, 1912 | FEB. 27, 1913

From New York From San Frisco
the S.S. CLEVELAND (17,000 TONS)

DURATION EACH CRUISE 110 DAYS | Cost \$650 Up

Including all necessary expenses aboard and ashore, railway, hotel, shore excursions, carriages, guides, feed, etc.

Vacation Cruises

SPECIAL SUMMER RATES TO

JAMAICA and the PANAMA CANAL

Cuba, Hayti, Colombia, Costa Rica

JUNE TO OCTOBER

WEEKLY SAILINGS by "PRINZ" and other steamers of our ATLANTIC SERVICE

11 to 18 Days.....\$75.00

25-Day Cruises.....\$115.00

Santiago, Kingston, round trip.....\$75.00

Colon and Port Limon, round trip.....\$115.00

Write for Booklet of Any Cruise

Hamburg-American Line

607 BOYLSTON ST., BOSTON, MASS.

L I N E



A new and different confection from California.

Nothing like *Calarab Figs* made anywhere else in the world.

The size and shape of a dried fig—but more delicious eating. The choicest California figs ground fine, cooked with sugar, cast into fig shape, and packed in layers as the dried figs are.

Until you have tasted *Calarab Figs* you can have no idea of their novelty and exquisite goodness.

Put up in unique 3-pound packages and shipped any place in the United States, charges prepaid, for \$1.00.

Money refunded without question and immediately, if you are not satisfied. We are perfectly safe in selling *Calarab Figs* with this guarantee. We know you can't help liking them. Send your order at once.

For Somebody's Birthday

Some one of your family or friends will soon celebrate a birthday. Make them a gift of a box of *Calarab Figs* from California. An unusual, novel gift that anyone, anywhere would be glad to receive.

To the Dealer:

Calarab Candy Figs are sold in many cities in the United States from Los Angeles to Atlantic City. These Figs sell so fast, jobbers are sending orders by telegraph. Any dealer who cannot secure these Figs from their jobbers, should send order direct to us.

Bishop & Company, Los Angeles, Calif.

For Theatre Program Advertising Space

In Los Angeles Theatres

COMMUNICATE WITH

James G. Sprecher 302 Majestic Theatre Bldg.
LOS ANGELES, CAL.

Jarvis-Corning Hair Shop

LADIES EXCLUSIVELY

Hair Dressing, Shampooing, Manicuring and BOOT POLISHING
220 West Fourth St., Near Angelus Hotel LOS ANGELES

W. T. RIGHTMIRE

HIGH GRADE SPECIALTIES

413 SO. LOS ANGELES ST., LOS ANGELES, CAL.
Hobart Electric Grinding Mills
Meat Choppers
Bacon Cutters and
Electric Vegetable Peeler and Bread Slicers

V. B. P. Electric Meat Slicers
With Automatic Bacon Rind Remover
Sterling Meat Slicers
Phone Home 2-2731

The Chain Reference Bible

A Bible that leads the student through the Scriptures in Golden Chains of references on any thought. It really makes Bible study a delight. It is a great time saver; more real Bible study can be accomplished in ten minutes spent in following the Chains than with two hours of searching in other ways. This Bible is invaluable to anyone interested in the study of the Bible. Prominent Bible students have often remarked that the Chain Reference Bible should be in every home where a Bible is used.

For full information regarding this helpful book address

A. J. Dietrick, Gen. Agt.
537 Chamber of Commerce,
LOS ANGELES, CAL.

Folder Printing Brochure Printing

To be able to do a job a little better than the other fellow—that is our idea of Service. And that is our aim in Printing—to produce Folders and Brochures really effective—specialized work in this important line of publicity. Let us consult with you.

The Bolton Printing Co. Inc.

Home F-6021 Main 5213
204 EAST FOURTH STREET
LOS ANGELES, CAL.

C. H. VON ESSEN A. C. TUNKS, Manager

Peerless

Curtain Cleaning Co.
1523 South Grand Avenue,
LOS ANGELES, CAL.

Phones: Home 23136, Broadway 3100

Home F-3605. Opposite Alexandria Hotel.

Truitt

MILLINERY.

LATEST STYLES. POPULAR PRICES.

219 WEST FIFTH STREET,
LOS ANGELES, CAL.

SUNTA
TRADE MARK
Leather Co. Mfrs.

Headquarters for leather portieres, pillow covers, art skins
Catalogue on request

819 S. Broadway, Los Angeles, Cal.

REAL ESTATE
Loans and Investments

FRED M. WELLS,

708 Union Off Building

LOS ANGELES, CAL.

Member of Los Angeles Realty Board

Main 1175

National Printing & Binding Co.

OFFICE STATIONERY AND
SPECIAL RULE FORMS.

403 SO. SAN PEDRO STREET,
LOS ANGELES, CAL.

F-5534

R. L. Craig & Co.

Importers and Wholesale Grocers

Los Angeles, Cal.

ARCHITECTURAL DESIGNERS.
ARCHITECTURAL ENGINEERS.
CONTRACTORS.

REFERENCES:
ANY ONE OF HUNDREDS OF OUR
CUSTOMERS FOR WHOM WE
HAVE BUILT HOMES.

SUITE 309-12-14-15-16-17 AND 18,
WRIGHT & CALLENDER BLDG.,
FOURTH AND HILL STREETS,
LOS ANGELES, CAL.
TELEPHONES:
MAIN 3775 HOME 10751.

E. J. ELSON, PRESIDENT.

C. E. BIRELEY, SECRETARY AND TREASURER.

Bireley & Elson Printing Co. Inc.
134-140 South Hill St. - - - Los Angeles, Cal.
PHONES MAIN 1671-A 1671

WHY NOT BUILD A GENUINE CALIFORNIA BUNGALOW?

PACIFIC COAST HOMES original design
for the inexpensive to build and perfect
for any climate. They are a popular and profit-
able form of investment. If you want a home,
why not build a Bungalow? Cut losses
and build a home which will reflect
your individuality! Our books contain pic-
tures, plans and special information for pros-
pective builders.

E. W. STILLWELL & CO., Architects, 2190 Henne Bldg., 122 Third St., LOS ANGELES, CAL.

Carbon Paper

THE JOHN METZGER CO.

High-Grade Typewriter Papers, Ribbons and Carbons.

MAIL ORDERS PROMPTLY Phones 1 F-3002 608 Union Oil Building,
ATTENDED TO. 1 Main 210 LOS ANGELES, CAL.

California Paint Shop

CHARLES F. COX, Proprietor

Automobile and Sign Painting,
Mural Painting, Piano and Card
Wood Finishing. Quality, Ma-
terials and Workmanship Cost
No More.

2718 Central Ave. South 547.
LOS ANGELES, CAL.

TOM CAMPBELL

Designer and Maker
of MEN'S CLOTHES

510-511 DELTA BUILDING

496 S. SPRING ST.

LOS ANGELES, CAL.

Possell's Cafeteria

B. and C. Specialty Co.

Lesson Markers,

205 O. T. JOHNSON BUILDING

LOS ANGELES, CAL.

F. O. CASS

Room 432 Byrne Bldg.,

LOS ANGELES, CAL.

Real Estate and Loans

Arts and Crafts Bags

Toilet leather in new
and original designs.
Send for booklet.

Geo. A. Johnson,
Artist,

131-A Ave. 42, North,
LOS ANGELES, CAL.

Alexandria Auto & Taxicab Co.

INC.

MCLAY & BLACK, Prop.

PIERCE-ARROW AUTOS

And TAXICABS FOR HIRE

SERVICE DAY AND NIGHT

OFFICE, ALEXANDRIA HOTEL,

LOS ANGELES, CAL.

Sunset Main 888

Home F-1986

F-2451 BROADWAY 2400 F-1752

WE THINK OURS

is an honest store. Not the only one, of course, but a good
one to trade at if you like that policy. We do know that
our values are the best the market affords, and our prices
as low as we can make them.

Stein-Bloch Clothes for Men

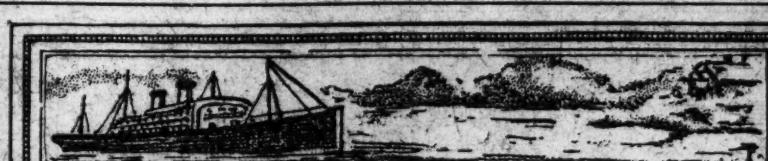
Stetson Hats, Manhattan Shirts

Stratford Clothes for Young Men

Everything for Boys, Girls and Women

Harris & Frank

LOS ANGELES, CAL.



Fast-Growing Los Angeles Is a

By H. Z. OSBORNE

President of the Los Angeles Chamber of Commerce



Broadway, Los Angeles, looking north from Seventh street

—A good view of the business district

county at this time is not less than 800,000.

The increase in population has been

kept pace with by the increase in the wealth of the county, as shown by the official assessments for purposes of taxation. In 1901 the assessment of Los Angeles county was \$100,20,956; in 1905 this had increased to \$261,509,780; in 1908 the assessment reached \$407,666,294, and in 1911 the assessment was \$607,182,757, or a little less than one fourth of the entire assessed valuation of the state of California.

Wealthiest County in West

It will surprise many people to know that Los Angeles county is the wealthiest county in the West, as ascertained by the official assessments.

It is greater than San Francisco county and county and also greater than Cook county, Ill., which includes the city of Chicago, and is also greater than St. Louis or Milwaukee. Seattle was assessed in 1910 at \$20,191,512; Multnomah county, Ore., which includes Portland, at \$156,000,000 and Denver, Colo., at \$132,079,339. These assessments are eloquent of the accumulation of wealth in Los Angeles county.

The increase in the postoffice business during the period from 1885 to 1910 affords another basis for calculating the progress of the city. In 1885 the postoffice business aggregated \$46,606; in 1910 it aggregated \$1,746,941, and in 1911 \$1,946,001.

In 1890 the city issued 737 permits for erection of buildings, the aggregate valuation of which was \$1,194,030. In 1910 the city issued 10,738 building permits for buildings aggregating in valuation \$21,684,100, and in 1911 12,408 aggregating \$23,004,185. A notable feature of the progress in building in the city is the great number of residences. During the past two years there has been an average of over 15 residences alone completed each day, including Sundays and holidays. This is eloquent of the increase in the number of new citizens of the city.

The character of buildings in Los Angeles is of the highest type of architecture and stability. Steel and reinforced concrete enter largely into their construction. In order to avoid unnecessary congestion of the streets the city does not permit the erection of buildings to a height of over 150 feet. Therefore our skyline is more symmetrical than that of most American cities, the new buildings ranging from 10 to 13 stories above the pavement. During the present season a number of these magnificent blocks have been constructed or completed, and several are now in course of construction. The buildings referred to represent investments of many millions of dollars, with land and furnishings probably not less than \$50,000,000.

The bank clearances through the Los Angeles clearing house in 1890 aggregated \$36,019,721; in 1910 it aggregated \$811,377,487 and in 1911 it reached nearly a billion dollars, or in exact figures \$943,963,357.

Los Angeles has determined to become a great commercial city, and to that end, in addition to the great transcontinental

it may be said that it is not attributable to any one factor, but many things have worked together to bring about the result. Los Angeles had its ambitions first stirred to become a live American city by the completion of the Southern Pacific railway in the early eighties, which placed it in direct rail communication with San Francisco and with the East through that line to New Orleans. The founding of the Riverside colony at about the same time, and the success which was there achieved in the way of producing superior navel oranges, may be considered one of the first steps in the growth of the city.

The Santa Fe system, which was the second transcontinental line to reach Los Angeles, marked another long step in the growth of the city. Pasadena was at that time a small village, the center of the "Indiana colony," which had bought the old San Pasqual ranch and made a good commencement in building the model and beautiful city which it has since become. The building of the Santa Fe railroad through Pasadena and along the fertile foothills of the Sierra Madre at San Bernardino and thence via the Cajon pass, was accompanied by the first big real estate movement in southern California during the years 1886 and 1887. While the real estate advance went far beyond what then appeared justifiable, it had a lasting beneficial effect upon the city of Los Angeles and southern California. It brought an enormous amount of eastern capital into the country, and while it was followed by a marked depression in the later eighties, the citrus fruit industry was immensely increased in volume and many industries planted throughout southern California that later proved successful. The city itself more than quadrupled its population between 1880 and 1890 and the county increased its population more than 500 per cent in the same period.

In 1905 the Salt Lake railroad was completed, thus adding another transcontinental line to the city, and opening up a valuable commercial field to Los Angeles in Utah and the gold fields of central and southern Nevada by means of the branch line of the Salt Lake road from Los Angeles to Tonopah and the



Center for Thousands of Tourists

(Continued from page six)

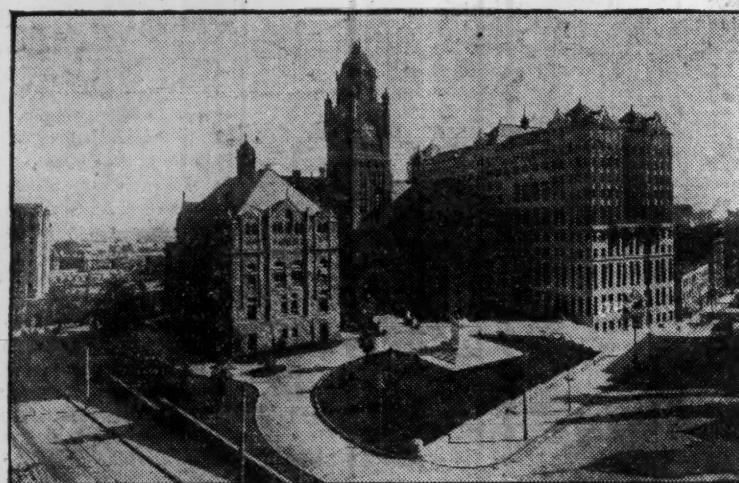
within the city limits of the eastern side of the city. This was supplemented by the development of electrical power in the mountain ranges adjacent to or no great distance from Los Angeles.

These generating plants extend from the Kern river in Kern county to Bear valley in San Bernardino county, embracing more than a dozen plants and approximately 150,000 horsepower. These electric plants are supplemented and duplicated by steam plants of still greater quantity of power fully sufficient to supply all needs for power in case of accident or emergency.

These large power plants, working in cooperation with each other, furnish a great share of the power which is used by the electric lines of the city and the various manufacturers and other industrial concerns requiring power. They have facilitated the development of one of the best street car transportation systems in the United States, and an interurban system of such remarkable utility that it brings all portions of the prolific country between the Sierra Madre mountains and the ocean into the center of



One of Los Angeles' numerous business blocks—The Pacific Electric railway building



Los Angeles county court house and the recently completed fireproof hall of records

the city at Los Angeles, in periods of from 30 minutes to one hour. This may be considered one of the contributory reasons for Los Angeles' great growth.

Underlying all of these forces, however, is the remarkable salubrity of climate and attractive natural features of

Southern California which have brought thousands of people and millions of capital from portions of the United States less favored in those respects. The fact that the summer in southern California are even more attractive than the winters is now so well understood that

view to its use in lighting the city, and for all purposes of light and power aggregating 130,000 horsepower, and excellent engineers are of the opinion that the power plant will provide the funds to meet the principal and interest of the bonds issued for the construction of the aqueduct.

The present condition of Los Angeles is most enviable. It enjoys a large degree of prosperity and what its future may be is difficult at this time to forecast. The causes which have produced its past growth are still working and are still as potent as they have ever been. These causes will continue to bring people of means from all parts of the United States and the Canadas to enjoy the ever-increasing pleasures and facilities for comfortable life in an equable climate. The completion of the Panama canal and the continued improvement of the Los Angeles harbor leaves no doubt that as a shipping port Los Angeles will assume very large proportions and importance.

The completion of the Los Angeles aqueduct will bring to the great valley between the Sierra Madre and the ocean an ample supply of water which comes from the mountains in the immediate neighborhood. All the conditions are present for a prosperous future.

The character of the population of Los Angeles and of southern California is generally superior in education and culture, and this has had its effect upon the customs and local laws and regulations of the city and of the smaller communities. Without being a "closed" town, Los Angeles has the liquor business under careful regulation and high license, and the saloons of this city are limited to 200 in number, whereas in cities of similar size elsewhere there are often 1000 or 2000 saloons. The saloons of Los Angeles are closed at midnight until morning, and from midnight Saturday until Monday morning. The city government enjoys the respect of the community, and is known to be honest and sensible, and there has been a remarkable absence of graft and excess of special privileges, and it is even rarer now from such influences than in former years.

The commercial spirit of Los Angeles has been in a large degree directed by the Chamber of Commerce from its organization in 1887. It is a highly public spirited and ably conducted body, now numbering 3300 members. There has always been a system of cooperation in all matters of importance to the city between the various commercial bodies and other interests that has distinguished Los Angeles, so that it is frequently called the "Chicago of the West." This spirit of cooperation and fidelity to public interests has resulted in several very remarkable developments in the way of increasing the municipal and commercial utilities.

Notably the building up of the Los Angeles harbor is one of these. This necessitated the extension of the territorial limits of the city to the towns of Wilmington and San Pedro, 20 miles distant—these towns covering the water front of the harbor; by the annexation of a strip a half mile wide and 20 miles long, known as the "Shoestring strip," and the consolidation of the city of Los Angeles with these towns.

The city of Los Angeles has recently entered upon the construction of a comprehensive system of wharves, docks and warehouses and a deepening of both the inner and outer harbor, to accommodate the deep sea shipping, of a draft up to 36 feet.

Aqueduct an Achievement

Another notable achievement that assures the future of the city and the surrounding country is the Los Angeles aqueduct, which will bring from the Owens river to Los Angeles, a distance of about 230 miles, a sufficient amount of water to supply a city of more than 2,000,000 people. This great public work is now in the later stages of its construction. Among the difficulties to be overcome were tunnels through mountains aggregating more than 49 miles, one tunnel being more than five miles long. The whole conduit for a distance of 230 miles is lined with cement, and comprises one of the most solid and capacious aqueducts in the world. Its cost will be about \$25,000,000 and it will be completed within the original estimates and time. It is the intention of the city to utilize this conduit for the purpose of generating a large amount of electric energy with a



Illustration shows a bungalow in Pasadena where practically every home has a lawn and flowers

PASADENA, Cal.—When the tourist or man of leisure drops off a transcontinental train at Pasadena, coming from the East or the North he is apt to express astonishment at seeing for the first time in the Pasadena gardens great trees and shrubs that they have always known as greenhouse pot plants in the East. Geraniums, heliotropes, roses and fuchsias grow along the eaves of a two-story building. The wonderfully brilliant poinsettia, considered a very tender greenhouse plant elsewhere; hibiscus, pittosporums and many other evergreen plants grow into trees 15 feet high in the open ground.

It is almost true that every one of the 9000 homes in Pasadena has a little stretch of green lawn bordered and dotted with the choicest flowers, shrubs and trees.

The pleasure-seeker finds here one of the greatest playgrounds of the world. He may drive in an automobile over a system of highways already among the best in the land, and soon to be improved by the expenditure of \$3,500,000 recently voted for the highway system of the whole country. He can reach every section of the country by electric cars. He

A BEAUTIFUL CHARM

Plain \$3.75
Engraved \$4.25

Something Suitable
For Young and Old

H. B. Crouch Co.
Designers and
Manufacturing Jewelers
217 West 6th St.,
LOS ANGELES, CAL

Boxed and
Mailed To Any
Address Free

Daugherty's PEANUT BUTTER

Pure—Fresh—Delicious
PASADENA, CAL.

COMPLIMENTS
Royal Laundry Co.

Phones 69



A Los Angeles Jewel Shop Unique in America

In assembling their wonderful showing of gems and jewels, Feagans & Company have sought out the master productions of the best goldsmiths, platinum workers, designers and gem setters of Europe and America.

Adhering faithfully to high standards, mere commercialism is here subordinated to the endeavor to worthily serve a discriminating clientele.

We believe the opinion of world travelers will bear us out in the statement that this establishment is in many respects unique in all this country. A most cordial welcome awaits every visitor.

Gems, jewels, sterling silver wares, high grade timepieces, Society Stationery—exclusive leather productions.

FEAGANS & COMPANY

Exclusive Jewelers
and Society Stationers
218 West Fifth Street
Alexandria Hotel Bldg.

Alfalfa and Fruit LAND SAN JOAQUIN VALLEY.

Abundance of Water

FOR IRRIGATION
Large Tracts for Colonization My Specialty
Written for Literature and Prices
J. W. HINCHCLIFFE,
338 Chamber of Commerce Bldg.,
PASADENA, CAL.

NEW MAN LADIES' TAILOR

PASADENA, CAL.

HOME F 3512.
Book and Art Shop
QUARTERLY COVERS, LESSON
MARKERS, CARDS, MOT-
TOES, Etc.

320 H. W. Hellman Bldg., Los Angeles, Cal.

George A. Clark

Designer of Homes of
Character and Practicability
17 N. Raymond Ave., PASADENA, CAL

E. E. WEBSTER,
Municipal and Corporation
Bonds,

20 SOUTH RAYMOND AVE.
PASADENA, CAL.

VILLE DE PARIS

PASADENA,
CAL.

PASADENA,
CAL.

DRY GOODS

And Ready-to-Wear Apparel
FOR WOMEN, MISSES AND CHILDREN

HAIR DRESSING AND MANICURING PARLORS.
The most beautiful and attractive department in the city.
(Second Floor).



GOLDEN HONEY FROM THE GOLDEN STATE
VANS PURE CALIFORNIA HONEY
For SALE
Write today for a FREE Honey Recipe book.

The Van-Thomas Co.
LOS ANGELES, U.S.A.

FRUIT

</div

Where There's
Always Something
To Do—

Fishing, Golf, Tennis, Motoring, Boating.
Dancing—that's the

Adirondack Mountains Thousand Islands New England Seashore

and a good feature is the splendid through trains from all directions to the very heart of these delightful regions via

New York Central Lines

LET US PLAN YOUR VACATION

Tell us in a general way what you require, the number in your party, and the amount of money you want to spend and we will propose one or two trips for your consideration with complete information and send you descriptive folders, "The Adirondack Mountains," the "Thousand Islands" or the "New England Sea Shore." Address New York Central Lines Travel Bureau, Grand Central Terminal, New York, or La Salle St. Station, Chicago, Ill.

NEW YORK
CENTRAL
LINES

HOW TO TELL

Gravette
Reg. U. S. Pat. Of.

RAIN COATS

This circular registered trade mark is stamped on the inside and a Silk *Gravette* Label is sewed at the collar or elsewhere. "None Genuine Without Them" The *Gravette* PROOF is applied to many kinds of cloth suitable for men's, women's and children's outer garments in light, medium and heavy weights for all seasons of the year, and are for wear in rain or shine.

RAIN WILL NEITHER WET NOR SPOT THEM."

They contain no rubber, have no disagreeable odor; will not overheat or cause perspiration.

For sale by leading dealers in Men's, Women's and Children's Clothing.

Gravette Co. Ltd.
BRADFORD, ENGLAND

Gravette Co. USA
HOBOKEN, NEW JERSEY

B. Priestley & Co.

BRADFORD, ENGLAND

A post to the New York office of B. Priestley & Co., 100 Fifth Ave., will bring interesting booklet.

THE MAPLEWOOD

—
Beautiful Green Lake, Wisconsin.
A first-class family hotel. Send for booklet with rates.

VICTOR KUTCHIN, Green Lake, Wis.

Washington, D. C.

THE LACLEDÉ

1228 Vermont Ave. MRS. DURNO, ROOMS
CAFE Phone N-3004

COME DOWN ON CAPE COD

Cape Cod's so different from any other Summering place you've ever been. There is such a charm about the Summer life on the Cape that you want to go there again and again, and you urge your friends to go, too.

You'll have splendid fishing. You'll enjoy the perfection of bathing on clean, white, sandy beaches, in water that's warmed to just the right degree by the soft influence of the Gulf Stream. You'll have plenty of opportunity for sailing or motor boating.

Cape Cod's a paradise for golfers. Fine courses at Woods Hole, Osterville, Hyannisport and Yarmouth.

Read "Quaint Cape Cod" and "Buzzards Bay."

They're free. Address Vacation Bureau, Room 852, South Station, Boston, Mass. For other information apply to

New York, New Haven & Hartford R. R.
City Ticket Offices: Boston, Cor. Court and Washington Sts.;
New York, 171 Broadway

CALIFORNIA
AND
The Wonders
of the West
INCLUDING

Grand Canyon of Arizona
Yellowstone National Park
Garden of the Gods, Etc., Etc.

NEXT CONDUCTED PARTY LEAVES
June 29th
SEND FOR ITINERARY

THOS. COOK & SON
336 WASHINGTON ST. BOSTON

THE MONITOR IS A SUCCESSFUL
MEDIUM FOR SCHOOL ADVERTISING

The Ideal Hose
for Summer

Soft, light, sheer, perfect fitting—and guaranteed against holes for six months—that's

HOLEPROOF
HOISIERY

Men's—6 pairs in box, \$1.50 and \$3
Women's—6 pairs in box, \$2 and \$3
Children's, 6 pairs in box, \$2.00

All the new shades and black, to be had only of

TALBOT CO.
395 WASHINGTON ST.

All of the traction lines within the limits of the city, equivalent to about 1000 miles of single track, are now owned or operated by two major companies, the Chicago City Railway Company and the Chicago Railways Company. More than 3000 cars are daily used to transport patrons of the roads. Of these cars more than 75 per cent are the large double-truck type, roomy, well lighted, heated and ventilated. In fact, the physical condition of the traction properties in Chicago is now at its maximum and unquestionably is above that of any other city in the United States. That this high condition of efficiency and preservation will be maintained is guaranteed by generous appropriations made out of earnings, and exceeding considerably the ordinance requirements.

Improvements will continue to be made in the future, but only the cost of what is new and additional will be

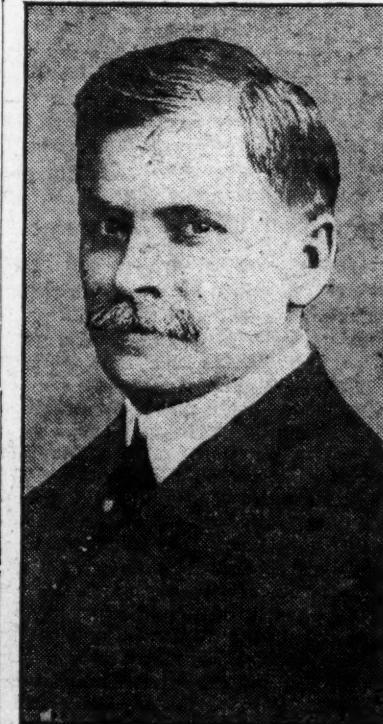
charged to capital account, expenditures from the renewal and depreciation reserve fund also being made under the supervision of the board of supervising engineers to take care of other improvements, the renewal fund being replenished each month by 8 per cent of the gross receipts and considered as an operating expense.

The La Salle street tunnel, like the Washington street tunnel, is constructed with provisions for possible future subway connections, the cars now coming to the surface over temporary approaches on about a 9 per cent grade, the permanent grade being 3 per cent. The river section of the La Salle tunnel differs from that of the Washington street tunnel, however, in that the land sections are connected by a double bore steel tube.

When the city established its new traction policy by the passage of the so-called settlement ordinances of Feb.

ELECTRIC TRACTION IN CHICAGO

Review of Situation Written for the Monitor by Bion J. Arnold, Chairman of the Board of Supervising Engineers, Chicago Traction



In 1907, there were requirements for rehabilitation of old tracks, car equipment, car houses, etc., which requirements have been more than fulfilled by generous measure. As a matter of fact, the entire physical properties have undergone continuous improvements, including power stations, overhead and underground copper distributions, conduit lines in the "underground district" and similar changes.

The city of Chicago is a profit-sharing partner under these ordinances, so that in addition to the general public reaping the benefits of the extensive improvements in street railway service, the city treasury has been enriched to the extent of about \$8,000,000 in cash received from the traction companies, which represents the city's share, namely 55 per cent of the net receipts yearly. To better serve the public there has been introduced a considerable increase in the scheduled speed of cars all over the city where it has been possible to obtain by reason of the extensive improvements in track and the use of more powerful motor and brake equipment.

To minimize the disturbance of street pavements, there is now under way an experiment with a new type of rail which has been installed. This rail is designed to give a permanent base with a renewable tread of head, the joints of which overlap in such a manner as to practically avoid the difficult problem of conductivity of rail joints heretofore encountered and to obtain full conductivity without resorting to electric welding. In renewing this rail it is intended to disturb only the pavement immediately adjacent to each rail instead of, as heretofore, taking up the full width of the entire track and sometimes beyond.

It is generally conceded in civic and engineering circles that no city in the world has made such remarkable progress in its street railway service in so short a time as Chicago can claim it has accomplished since the passage of the traction ordinances. As a matter of fact, during the past year additional improvements were made on down town sections traversed by street railway tracks bringing the down town district up to a condition never before acquired in Chicago's history.

This board has made, and is continuing

There are varied ways of spending a summer holiday in New York's famous mountains, including motoring, golfing, tennis and camping

CANOE TRIP OFFERS DELIGHTFUL WAY OF SEEING ADIRONDACKS

For Weeks at a Time Small
Pleasure Craft May Navi-
gate Streams Without Pass-
ing Same Waters Twice

GOLF AND AUTOING

NEW YORK—A canoe trip in the Adirondacks! Is there anything that calls up any more enthusiasm in a speaker for outdoor recreation? The very name of the Adirondacks carries a foretaste of delight that few other districts in America can convey, and when to this is added the pleasure of gliding over the placid waters of rivers and lakes, between tree-clad hills and towering mountains, the picture is well nigh irresistible, and the city man in search of a respite from busy scenes is impelled actually to carry out the summer excursion he has dreamed of and talked of for months or perhaps for years.

There is no hint of the impossible about realizing a canoe trip in the Adirondacks. Almost every part of this vast New York playground is now reached by train daily, and if an inaccessible region is desired it is only necessary to wander away from the railroad at almost any point that seems desirable.

No substitute can be offered for a canoe trip if one wishes to see the beauties of the Adirondacks in their most entrancing moods. It may be either long or short; it may consist of several stages, interspersed with railroad

journeys; it may be taken under the experienced care of a trained guide; or it may be managed by yourself alone and take on the nature of an exploration expedition—one that is perfectly safe, although at times you may have that indescribable feeling that comes only when one is immersed in the secluded depths of the vast forest.

For weeks at a time the canoeist may navigate the streams and lakes of this region without passing over the same water a second time, finding agreeable and comfortable stopping places, angling for trout and bass, camping almost at will and enjoying woods life at first hand. A canoe trip through the heart of the Adirondacks does not involve the hardships the novice may suppose. The navigable waterways are well defined, the portages are clean cut and easy to make, and there are hotels and camps at frequent intervals along the course.

A glance at the many special maps that have been prepared for the canoeist in these waters shows open stretches in profusion, all connected by streams or by an occasional easy "carry." From Old Forge and the Fulton chain of lakes on the south to Paul Smith's and Loon Lake on the north is a waterway of more than 100 miles through the big woods, with many side trips not on the direct route.

Headquarters for the canoeist, from which he may explore nearby waterways, are located in a half score of localities, one of which is the Fulton chain of lakes already mentioned. Then there is the Marion river system, the Forked lakes and the many bays of Raquette lake, all of which may be covered from headquarters on Raquette lake. Other headquarters from which canoes can be arranged include Paul Smith's, Saranac Lake, Wadsworth, Tupper Lake, Massawippi, Long Lake, Big Moose Lake, Beaver River and Cranberry Lake.

A specially constructed Adirondack boat is displacing the canvas canoe and other craft in these waters, although many of the latter are still in use. The

regulation Adirondack craft is sometimes called the "Saranac" boat, but more often the "guide" boat. It is built on the lines of the birch canoe, has light wicker seats and is propelled by oars, but it is so light that it responds quickly to the paddle. It is easily carried on the shoulders at the portages, yet its lightness does not prevent it from riding the highest waves safely. With this boat the tourist can go 40 to 50 miles day along the shallowest rivers and on the broadest lakes. For those who do not own canoes there are places in the mountains where they may be rented by the day or week.

One great advantage to the public resulting from the acquirement by the state of large tracts in the Adirondacks is that any citizen may camp temporarily on state land, subject to the forest, fish and game laws. No written permits are required. Tents are the only structures that may be put up, but board floors may be used. Cutting of trees is prohibited and fires may be lighted only for warmth, cooking and insect smudges. Details as to location of state lands and copies of the laws governing the use of them for camping purposes may be obtained from the conservation commission at Albany, N. Y.

For golfers there are many excellent links in the Adirondack mountains where this outdoor sport may be enjoyed at its best, amid beautiful surroundings. The more prominent links are located at Lake Placid, Saranac Lake, Upper Saranac Lake, Saranac Inn and Loon Lake.

Automobile is becoming more popular every year. As a result some of the more important highways are being macadamized and the others greatly improved. Lake Placid, Saranac Lake, Paul Smith's, Tupper Lake and Loon Lake are all connected by attractive drives.

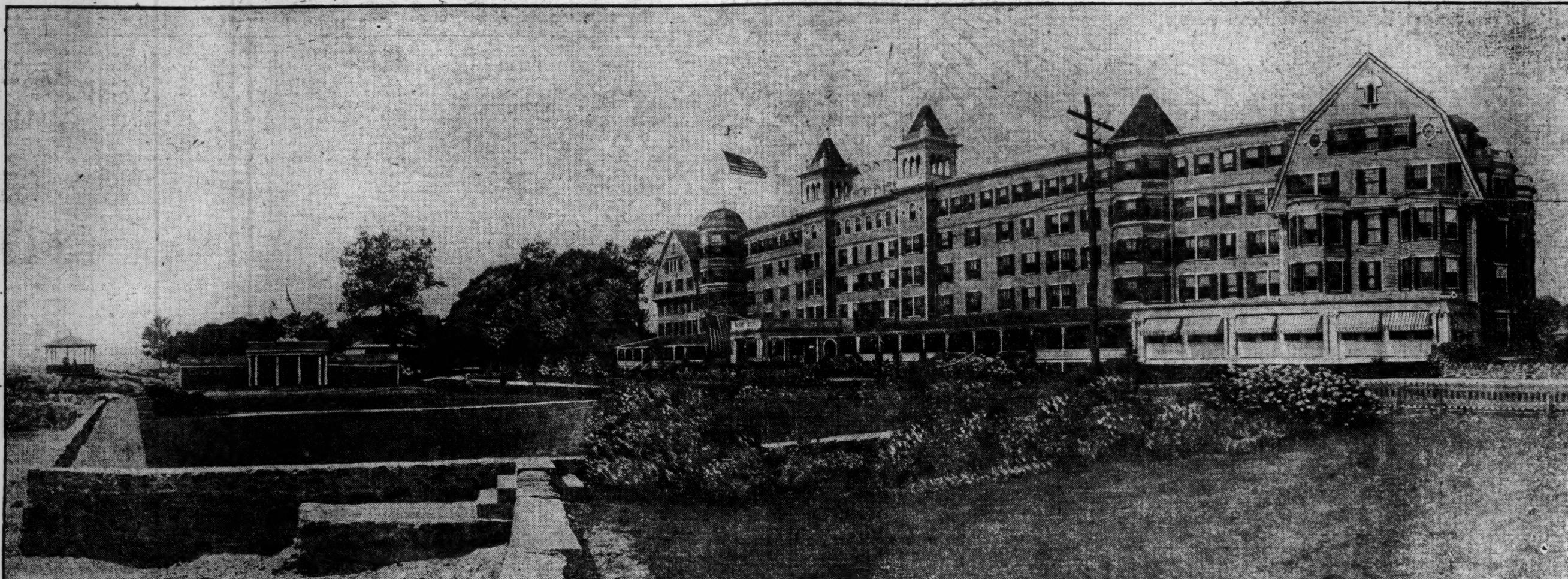
The western Adirondacks, including the Cranberry lake region, appeals especially to the sportsman and the lover of nature in its primeval state. The first resort of importance is Lake Bonaparte, 18 miles east of Carthage. The lake is five miles long with here and there a small clearing in the dense woods that entirely surround it. Benson mines, about 25 miles from Lake Bonaparte, is the nearest railroad station to Star Lake, another attractive summering place.

Cranberry Lake is reached from Benson mines by means of the Cranberry Lake railroad—a short ride of 30 minutes, landing the traveler at Wanakena on the southwestern shore of one of the many arms of this charming lake. There are good hotel accommodations here, and boats leave twice each day for all points on the lake where there are hotels and cottages. Cranberry lake is one of the largest of the Adirondack lakes, and has a shore line of 165 miles. It is over 1500 feet above the sea, and the mountains along its shores are from 2000 to 3000 feet high. The lake itself is really a widening of the beautiful Oswegatchie river, which flows through it on its winding way to the St. Lawrence. It is the center of a wonderfully beautiful region, and a great variety of trips can be made in the neighborhood, through a wild picturesquely district, among lakes and streams abounding in trout, and through deep woods where deer and other wild things have their abode.

to make, studies of operation in various sections of the city in order to determine what constitutes "a measure of good service." These studies are made necessary in order to properly care for the constant and varied increase in the demands for transportation, and what this demand means may be better realized when one considers what equipment is necessary to transport 1,000,000,000 passengers, which was the approximate number handled by the surface lines last year. The data secured by such observations is then studied and recommendations formulated, outlining certain changes which would tend to relieve the congestion, increase the frequency of cars at a given point, and otherwise improve conditions in general. These recommendations are transmitted to the committee on local transportation, which in turn transmits them to the railway company interested with a request that the recommendations be adopted. The companies have readily assented to recommendations already made and a good beginning has been made looking toward constant improvement of service all over the city.

To better take care of the increasing demand, the Chicago Railways Company has under construction 135 new double-truck pay-as-you-enter cars, which are being built in its own shops. 80 such cars having already been constructed by the company and placed in service. The Chicago City Railway Company has also made provisions for 125 new and additional cars.

BOSTON SWAMPSCOTT JAMAICA

Hotel de Lure
of the
North Shore

THE NEW OCEAN HOUSE, SWAMPSCOTT, MASS.

Superbly Located on the Ocean Boulevard. The New Ocean House is only 15 miles from Boston on the North Shore. Ample accommodations for 275 people. Large Private Garage Maintained.

Hotel de Lure
of the
North Shore

E. R. GRABOW COMPANY

Operating Hotels

NEW OCEAN HOUSE . . .	June 15 to September 9	SWAMPSCOTT, Mass.
HOTEL TUILERIES . . .		BOSTON, Mass.
HOTEL EMPIRE . . .		BOSTON, Mass.
HOTEL TITCHFIELD . . .	December to April	PORT ANTONIO, Jamaica
HOTEL MYRTLE BANK . . .	All Year Around	KINGSTON, Jamaica

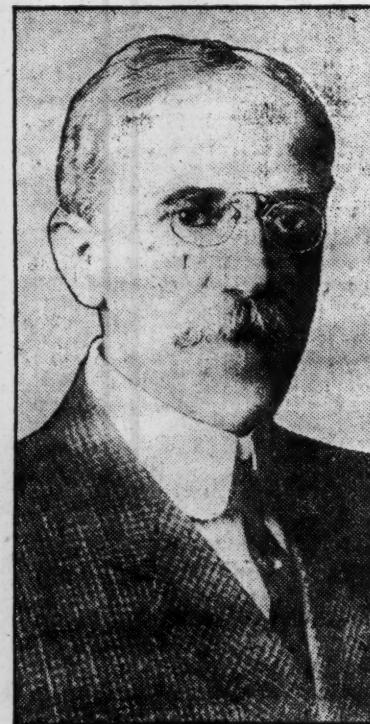
Executive Offices 673 BOYLSTON ST., BOSTON. Telephone 3676 Back Bay.

Cable Address: Grabow, Boston. Grabow, Jamaica.

STEAMSHIP TRAVEL ON THE PACIFIC

A. G. D. Kerrell, General Passenger Agent of the Pacific Mail Steamship Company, Writes Optimistically of Activities on the Western Sea

In the following brief sketch Mr. Kerrell tells Monitor readers some of the opportunities for sightseeing on both sides of the Pacific.



A. G. D. KERRELL

THE eyes of the world are on San Francisco. This expression is by no means original. It has been offered hundreds of times, but at no time has it meant so much as it does today. The Panama canal is about to be opened to traffic. The commencement of business through this great waterway—the larger part of which business will go to San Francisco—has influenced a part of this observation toward the city by the Golden Gate. The Panama Pacific International Exposition, to be held in San Francisco in 1915 in commemoration of the opening of the canal, has turned the eyes of countless thousands upon this city.

Is there in America today a native who would not like to see for himself the work of digging the biggest ditch? Who, in all the world, is not intensely interested in the \$400,000,000 water route that is being cut across the western hemisphere? The work of cleaving a passage through this part of the globe has today reached its most interesting and spectacular stage. Approximately three quarters of the work is now completed. The great cuts, fills, locks, retaining walls and the immense dams are now at a period of construction where the visitor can easily see the magnitude of this huge work.

To see just what American pluck and energy has accomplished no better time to visit the Panama Canal Zone could be selected than now. Not so very many years ago the trip to the Canal Zone was fraught with hardships and inconveniences. Not so today, however. It is now possible to leave San Francisco on a palatial liner, visit a number of interesting points on the west coast of Central America, or go direct to the Canal Zone by an express steamer if one desires; see the work of the building of this great canal in all of its thousands of interesting phases, and when he has seen enough he may board another splendid steamer on the Atlantic side of the canal and land in New York. All within one month. Central America has so many interesting places to see that one should not take the trip with the idea of inspecting the canal alone.

The Pacific Mail, the pioneer steamship line of the Pacific, operates the largest line of steamers on the western ocean.

delight of every lover of scenery. The evenness of the temperature and the bracing air from the mountains and the sea make the climate unrivaled. Including the coral islets there are 20 islands, all of volcanic origin, in the Hawaiian group. You do not feel that you are in a strange country, except for the tropical scenery. English is spoken everywhere.

Let us now leave Honolulu with a wealth of delightful memories and take our place on the steamer for Japan. As the ship enters Yokohama bay and the mountains of Japan come into view one is reminded of the scenery on China, embroidered screen and fan and realizes that the beauties of the country have not been exaggerated. The Orient is located just after you land. The native jinrikisha, police and other officials do everything for your comfort. The police and other officials and jinrikisha men all speak English. Three or four months can be spent in Japan without any fear of it becoming tiresome, there are so many places and things to see. There is Tokio, the capital, only 20 miles distant from Yokohama, which is nearly entirely Japanese. Should you reach Tokio in April the cherry blossoms, or in October the chrysanthemums are in bloom. For places of interest Tokio is one of the greatest. The imperial palace, the castle, the Buddhist temples and the Bazaar. Then there are other towns, Nikko, Hakata, Miyoshita, and Kioto, all within a short distance of Tokio. Then there are Kobe, Osaka, and Nagasaki. Really, one should be in a position to visit every part of Japan in order to realize what a beautiful country it is.

From Japan we steam for China, the first port of that country to be reached being Shanghai, the great cosmopolitan metropolis of the far East. China can be seen in a short time as you can spend several weeks going over the country.

Although there are, at stated intervals, steamers which proceed from Nagasaki direct to Manila, thus making the voyage short and quick, it is usual for the tourist to travel via Hongkong, especially if he or she can spare the time.

There are several lines of steamers sailing from the latter port, a boat leaving every two or three days, and the voyage to Manila is a matter of only 72 hours. There is hardly an American today who has not heard of Manila and the Philippine islands. They are a part of the United States now and there is an

atmosphere of every kind of pleasure.

At Nantucket and Martha's Vineyard to Maine's "Hundred Harbors" Unusual Variety Is Offered

EVERY OCEAN SPORT

THE seashore naturally attracts a very large percentage of those who come to New England. To those who dwell far inland, the ocean has a magnetic attraction.

Many of the resorts scattered along this wonderful coast line are almost household words in American life. They include the famous North Shore—Nahant, Swampscott, Marblehead, Beverly (where President Taft lives during the summer), Magnolia, Gloucester and Annisquam—in Massachusetts; Hampton, Rye, New Castle, Portsmouth and the Isles of Shoals in New Hampshire; Kittery, York, Kennebunkport, Wells, Ogunquit, Old Orchard, Scarborough, Cape Elizabeth, Portland, Casco Bay, Rockland Breakwater, Boothbay, Bath, Blue Hill, Camden, the beautiful Frenchman's and Passamaquoddy bay regions and other delightful resorts along the ocean front of Maine, including fashionable and fascinating Bar Harbor, the Newport of the "far east."

At all of these attractive places you will find the best of hotel and boarding house accommodations and every possible facility for the enjoyment of seaside pastimes. The same exhilarating air is as free to those who pay \$5 a week for board as to those who draw their checks on a \$10 a day basis.

At Nantucket and Martha's Vineyard, which lie at the southernmost limit of New England's Atlantic coast, the tourist is on the rim of the Atlantic. To the north is Cape Cod, with its old, picturesque and delightful features yet untouched, a vast, beautiful resting place and unbound by its possibilities for sport, all the more wonderful when it comes to be remembered that New York

should be a desire on the part of every citizen to see our island possessions.

From any of these oriental ports passengers may be booked for trips that if you really have the time and want to see the far East you should take. There is the Australian trip, the trip through the China sea to Singapore, Calcutta and Bombay, Egypt and the Mediterranean, Africa and then Europe and back to your own United States. A trip around the world may include many interesting side trips or it may take only about three or four months.

NEW ENGLAND SHORE HAS RARE AND UNLIMITED POSSIBILITIES FOR OUTINGS DURING SUMMER

From Nantucket and Martha's Vineyard to Maine's "Hundred Harbors" Unusual Variety Is Offered



Section of beach and surf at Old Orchard on Maine coast—This is but one of innumerable bathing places from one end of New England coast to the other

and Boston are only a few hours' journey away.

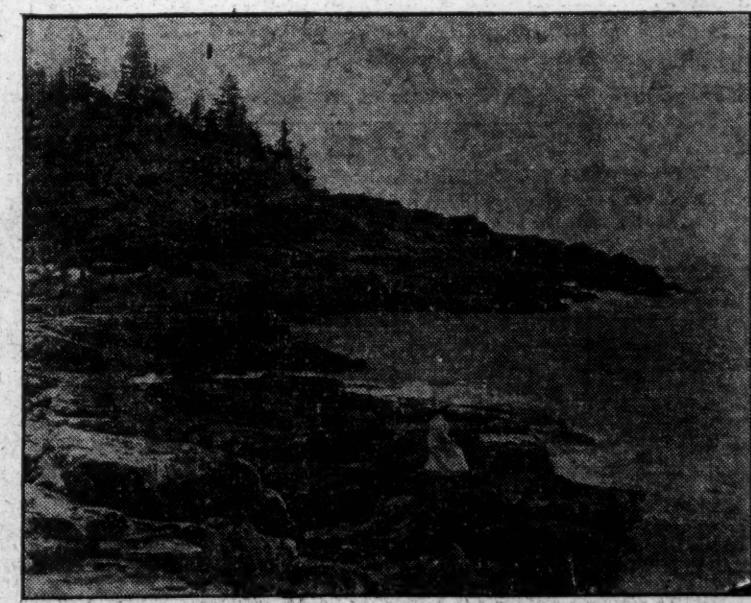
For 50 years Nantucket and Martha's Vineyard have attracted attention everywhere for their wildness, their romantic scenery, the quaintness of their villages and homes and their fishing and bathing. To be on either of these remarkable islands is like going to another world. The country of Buzzards Bay, which juts into the south shore of Cape Cod; and of

all Cape Cod itself, is picturesque and charming. Some of the localities about this shore land that the wise man and woman will visit are the villages of Nantucket, Oak Bluffs (formerly Cottage City), Edgartown, Vineyard Haven on Martha's Vineyard, Woods Hole, Quisset, Falmouth and Osterville on the lower end of Cape Cod, and Fairhaven on Buzzards Bay, near to the old city of New Bedford, to say nothing of the lesser known Elizabeth islands that separate Buzzards Bay from Vineyard sound.

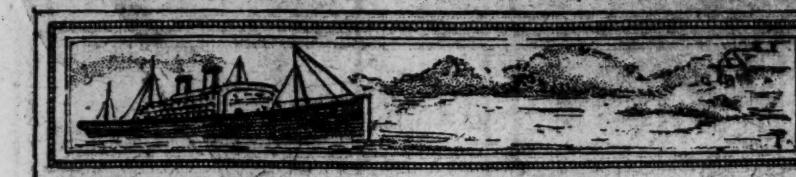
Barnstable, Dennis, North Dennis, Provincetown, Sandwich, Cotuit, Chatham and Orleans are some of the noted towns of Cape Cod. It is impossible to describe Cape Cod in a word or a hundred of them. Several novelists have written of its people that they are more "old timey" than a great many in this country. They are all to be seen and talked with in the little towns. Cape Cod has broad roads and squat white farm houses, plenty of old flowers, clam chowders and fish dinners, and the best of boating. Automobiles scurry over the sandy country. It is a very pleasant motor car trip up Cape Cod.

North of Boston there is Nahant, close to Lynn, with a rugged, rock-bound shore. Then comes Swampscott and Marblehead, noted headquarters for yachtsmen; Salem (the old "witch city"), Beverly (where private cottages lease as high as \$10,000 for the summer), Magnolia and Gloucester. There are few parts of the United States that compete with the splendid coast line of the North Shore. Ipswich, Newburyport and Salisbury follow, each more interesting than those that have come before.

Of Maine's "hundred harbors" there is much to be said. What tourist has not heard of the coast of Maine, if indeed he has not dipped in the rolling sweep of surf on the smooth sand floor of Old Orchard beach or sat on the rocky promontories of Casco Bay, Bar Harbor or one of the other picturesque points of vantage with which nature has strewed the ocean front of this easternmost state of the Union?



If you love the rocks and sea New England's coastline will charm with scenes like this



ENGLISH LAKES CHARM MANY AMERICANS

Custom, Outlook, Type and Manner of Speech Afford Contrasts With Those Which Obtain in London

NOBLE MOUNTAINS

(Special to the Monitor)

London—To one who, hailing from the north, has made London his home for many years, a holiday spent by the English lakes is doubly interesting. For not only does the northerner find it true that absence makes the heart grow fonder, as Cumberland's majestic beauty makes a deeper impression at every visit; but custom, outlook, type and speech all afford such palpable contrasts with those which obtain around the metropolis, that the change seems scarcely less complete than in the case of a trip to a foreign country.

The grandeur and general charm of the lakes are, taken together, perhaps incomparable. Yet the writer from time to time meets southerners who are unacquainted with the famous district, and among them men who have traveled in at least two continents and would undertake to define for you the *ne plus ultra* in scenery. Well, at any rate, these people are still unspoilt! They can go and gaze on landscapes which are ordinarily picturesque (or merely pretty, for that matter) without being tempted, by comparison, ever to deet them disappointing. Surely, a fair solatium, this, for not having looked upon greater glory!

Americans are wise, however, in their generation. They fill the hotels of Keswick and Grasmere; they pack the ubiquitous char-a-bancs; they sally forth joyously, every day, to study nature and Baedeker's handbook. So popular was the former town, last year, with tourists from "the other side," that Paris itself must look to its laurels, if local reports are to be accepted. But to press that opinion would be inviolate. A few figurative vignettes may help to justify our eulogy, and to convey a shadowy hint of several old and fresh experiences.

Mountain Panoramas

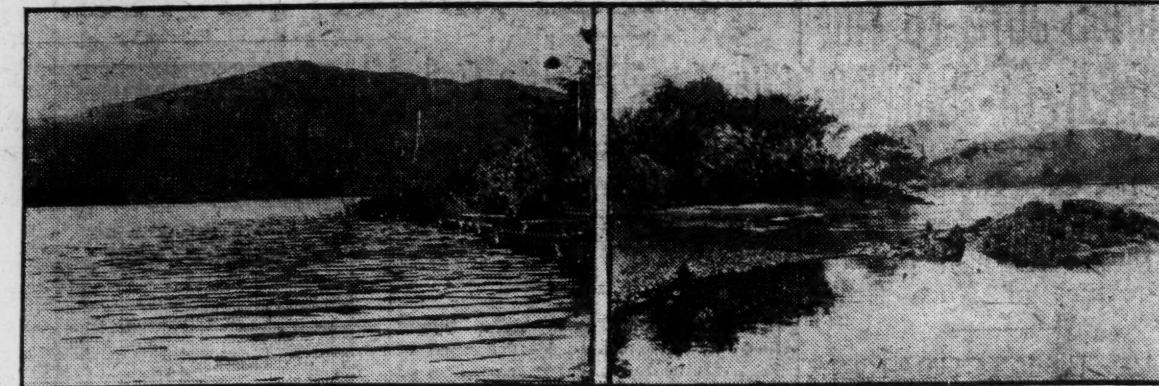
Among mountain views that from Scawfell Pike stands out most sharply on memory's tablets. A noble mountain, easy to scale, although the highest in the country. But the top is stony, and silent and dreary. The sole living creatures the writer encountered during his ascent were a pair of huge ravens, proudly circling over the chasm that yawned beneath. Cairns erected at short intervals now mark the proper path; and, given a clear day for it, the climb is quite straightforward.

What a panorama the walk unfolds, as peak after peak comes into your vision, revealing the contours of various ranges; while, here and there, a lonely tarn or a shimmering lake relieves the severity, and, far away, the sea itself. On one side lie the Coniston fells. Helvellyn, with its "Striding Edge," dominates another group. Saddleback and Skiddaw loom on the horizon in a northeasterly direction. And close at hand, if partly hidden by another giant, Great Gable rears its state-summits into drifting vapors, an almost perfect mountain form. I have in mind the inclusive journey from Langdale to West Water, via Esk Hause and Rossett Ghyll, only taking in Scawfell Pike from the pass. Yet, though every height may be enumerated, the wild sublimity of the region traversed will never be really portrayed by pen. For of this I am sure, the pedestrian's mind alone can register the prospect, or interpret to each wayfarer its dignity and mute appeal.

Hotels there are none between the points just indicated. But a well-known house near the head of West Water is the rendezvous of a climber's club, and possesses a good mountaineering library. The indigenous pride reck little of an eminence which demands mere "collar-work." One worthy was asked some time ago whether Skiddaw might not be achieved by an unattended visitor. His reply was characteristic of the sturdy, independent dalesmen. Those who couldn't go up "Skidda" without a guide weren't fit to be at large. With his sentiment we agree in the main. Nevertheless he might have added that a misty morning should not be chosen. Experto crede. The drenching clouds will now and then envelop your clouds and blot out nearly every vestige.

It need not be supposed, however, that these natives are indifferent to the welfare of a tyro. Descending Bowfell one afternoon, I came upon an ugly precipice which seemed to threaten further progress. Reluctantly about to retrace my steps, I heard a warning shout from a shepherd, directing me toward the left. My informant was not visible, but his voice continued to steer me carefully until a milder slope was reached. Big bowlers still obscured the way, for in truth I had struck a dried up watercourse. But the shepherd knew that all danger was over, so his cheerful assurance floated up, "Now you can run down the rest."

Quickly will the adventurous discover that there is no lack of exciting rock-work here. In place, "chimneys" suitable only for trained contortionists overhang abyssal depths. Gaping fissures and awkward crags render the use of a



At left Grasmere, seen from Prince of Wales hotel, and at right Coniston lake, at the northern end of which stands "Brantwood," the former home of John Ruskin

rope, et cetera, imperative on many climbs. Again there are isolated examples of rare acuity, such as the wonderful "Napes Needle," a lofty and, it is said, loose pinnacle, which slightly resembles in its structure the apex of the Matterhorn. This "needle" should not be attempted by the valorous without discretion.

Lakes Compared

Of the lakes themselves it is somewhat difficult to say which is the loveliest, so individual are their traits. Each of them has its peculiar assets, its different requirements in light and weather, its special coigns of vantage. Rydal, placid as a looking-glass, is a veritable little gem. West Water is admitted to be at its best when lowering sky gathers overhead. The strong lines of those precipitous "screees," which appear to drop down vertically to the margin of the water, will then compose a remarkable picture, appropriately set. Derwentwater indulges in many moods, but is exquisite, alike when the falls of Lodore are thundering down in a heavy "spate," and when its island-dotted expanse, stirred only by the gentlest ripple, is catching gleams from a luminous heaven, for the famous pile that towers above Keswick is well able to balance any effect which the water's surface can present. Windermere calls for a bright, warm sun, to bring out the hues of those wooded hills between Ambleside and the quaint old ferry. The other end has lower banks, where it issues in the delightful stream that meanders away to Newby bridge. This mere 11 miles in length, can become as rough as the open sea. It is a favorite resort for sailing and rowing, quite a regatta lake, in fact; and being the most accessible of all to the great cities in South Lancashire, it attracts vast crowds of week-end sojourners from these hives of industry.

Coniston has a more sequestered air. Indeed, its shores make a natural retreat for the savant who lived there so long, a man who would fain have abolished railways. "Brantwood," Ruskin's celebrated home, is a prominent, if a modest, villa, on the side remote from the little town but commanding a superb view of the lake, with the "Old Man" cluster of mountains opposite. Bleak Buttermere and Crummock both charming in their respective ways. Thirlmere is a handsome sheet of water amid some very fine surroundings. Though utility has claimed it for a corporation reservoir, its features, happily, remain unmarred. Grasmere furnishes capital boating; and the village, on its own merits, would be quite attractive, apart from its position in the center of a peerless neighborhood. Of course, it is the mecca, too, of devotees of that poet laureate who spared no effort to immortalize the fame of the locality. This place and Rydal share the honor of Dostoevsky's dearest associations.

Moreover, Grasmere is widely renowned for its original athletic sports, which include a guides' race up the fells and wrestling bouts ad libitum. The tortuous, ample extent of Ullswater has certainly a distinctive grace. If revolution truly serves the writer after 20 years, its bays and upper reaches are especially inviting. Delicious rambles offer themselves near Patterdale and Howtown; and these will fully satisfy the imagination of quiet folk. But sculling on the lake by moonlight was an unforgettable chapter in one's boyhood. Finally, Eusthwaite is another mere which looks oftenest beautiful after dusk, when the soft background of the hills that frings it recalls northern Italy. The remaining two or three stretches of water hardly require particular mention. Suffice it that your choice of a route in Cumberland, Westmoreland and the county palatine, must always involve that engaging dilemma, l'embarras de richesse!

Sports and Pastimes

Nor are the regular pursuits in Lakeland less varied than its scenery. Walking, climbing and rowing we have already touched upon. Should you desire a change from these activities, you would find, for one alternative, a very useful service of steamers plying on the larger lakes. By no means does this pastime conduce to dull monotony. The vista which opens ahead of a vessel steaming over landlocked water modified incessantly, and is nearly always full of interest. Besides, the build of some of these boats' prows bespeak contemplation; one exactly like a gondola glides from end to end of Coniston.

Another diverting source of enjoyment can be watched, as you proceed. Youthful companies secure the right to pitch

(Photos specially taken for the Monitor)

tents along the banks. Living in simple Arcadian fashion, they beguile their lengthy afternoons with cricket, music, painting and literature. Or, pushing off in punts and outriggers, they gaily embark on aquatic excursions. This *alfresco* method of existence is coming rapidly into vogue, and to all appearance it is delightful. Your cruise completed, you may possibly wish to test that equally sound institution, a coach-drive through the mountain passes. This style of locomotion is here time-honored and enduring. We recommend it with due confidence to those who take their pleasures passively, but do not object to a spice of excitement. While the surface of the average main coaching-road is good, very steep gradients are still to be met with. These, however, will only add to the zest of a passenger's exhilaration, and tend to beautify his drive.

Superior bathing is practicable for swimmers of mature attainments. At the same time it must be confessed that few of the lakes offer real facilities to the utter novice in this art, since rocks, deep water and abruptly shelving beds of shingle are the rule, not the exception. For the angler, opportunities abound on every hand. But yachting on Lake Windermere is the sport of the ambitious, unless, indeed, it is now on the wane, as some indications may import. Cycling, motoring and tramping (equipped with the well-nigh obsolete knapsack), archeology, the picnic, the quest of waterfalls, the hunt for "lions," each of these diversions has many votaries; and will occur to a tourist in summer, to say nothing of the winter's outdoor amusements. In a word, the several agents, *con't*, to cater for every taste, the hotels for every pocket and the countryside for every need.

Inhabitants Are Kindly

Yet strangers in a strange land detect a factor which positively counts for a great deal more than either natural amenities or adventitious aids to happiness. How universally do we learn, after all, that the chief criterion of any spot is the disposition of its inhabitants. Now the rural north of England produces a very well-marked strain of temperament and character. The dalesmen are a lovable type. There is a directness in those grey-blue eyes, a candid fearless honesty, that one would certainly not regret to find the wide world over. It speaks of singleness of purpose actuated by good will, and of an ingenuous, childlike simplicity not incompatible with manly strength. These folk will not either insult nor cringe. They make you feel that you are dealing with men who will generally treat you as men should, with a desire to promote your lawful plans that is innocent of all ulterior bias. And they rightly expect a reciprocal attitude of just benevolence.

We have found the hotel-keepers here obliging and prompt with their information. Drivers of public conveyances, too, are glad to enlighten passengers on sundry topics by the way. One would scarcely describe the native as garrulous. But draw him out, and he will interest you; whereas he might seem a trifle reserved without your overtures.

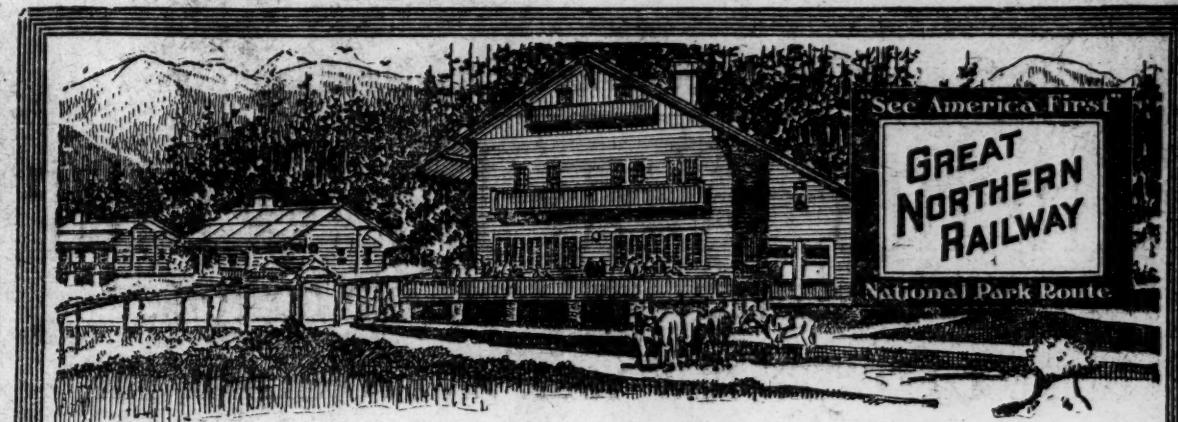
JUVENILE TRAVEL RECORD CLAIMED FOR ARMY CHILD

The United States army now probably may claim the world's juvenile traveling record, by virtue of the globe-trotting of Miss Julia D. Kitts, daughter of Lieut. William P. Kitts, twenty-first United States infantry, says the Army and Navy Journal.

Incidentally her record sheds a strong light upon the mutations of the army officer and the frequent recurrence of "moving day." The child was born at Ft. Lincoln, N. D., April 20, 1904. Within three weeks she had traveled 452 miles; within two months, 1250 miles; within six months, 3750; within one year, 13,300 miles. In this short time the baby had traveled from North Dakota to Minnesota, to the Atlantic coast, to San Francisco, and thence across the Pacific to the Philippines.

It took her only two years more to add 17,000 miles to her record, making the total distance covered in three years, 32,200 miles, or an average more than 10,000 miles a year. She has kept on going, and at present has more than 46,000 miles to her credit. This youthful tourist, who could put to shame Phineas Fogg, Jules Verne's traveling hero, has nearly completed her second tour of foreign service with the regiment.

Quickly will the adventurous discover that there is no lack of exciting rock-work here. In place, "chimneys" suitable only for trained contortionists overhang abyssal depths. Gaping fissures and awkward crags render the use of a



Bracing Vacation in Glacier National Park

Season June 15 to October 15, 1912

All will be ready—hotels, trails, horses, guides. You can spend a week of solid comfort in a modern hotel, or you can "rough it" up in the mountains. Specially conducted tours a feature.

Outings \$1.00 to \$5.00 per Day

The streams are filled with trout—the snow-capped mountains call—the eagle sails above—great glaciers glisten in the sunlight—flowers sway in the breezes—the tang of pine and spruce is in the air. Lake McDonald, Avalanche Basin, Sperry Glacier, St. Mary's Lakes, Cut Bank Pass, Lake McDonald, Iceberg Lake, and all the hundreds of other spectacular scenic features of this magnificent new national reserve await the tourist. Spend your vacation in Glacier National Park—go this very Summer.

10 Pieces of Striking Literature

Call, phone or send at once for this unusual literature—the Glacier National Park Library. Send 20 cents in stamp for the entire collection, or 2 cents for a booklet. It tells the complete story and contains many beautiful views, including "An Aeroplane View" of the park.

Also, ask for details as to special low fares to Glacier National Park and the Pacific Coast via the Great Northern Railway. Summer Tourist Tickets on sale daily until September 30th. Convention Fares on many days. All Great Northern Coast Trains run via Glacier National Park.

W. A. SEWARD, General Agent, 264 Washington St., Boston, Mass. Panama-Pacific Exposition, San Francisco, 1915

82a



A Cooling Tempting Summer Drink

A little cracked ice in a glass of pure Hawaiian Pineapple Juice makes the most pleasing drink imaginable. Just the thing these warm and sultry days. In addition to having a pleasing taste, pineapple juice

Is Absolutely Pure

It is simply the pure juice of choice pineapples grown in the Hawaiian Islands. It is especially cooling and acceptable to children and they are very fond of it. Dole's Pineapple Juice is sold by grocers and druggists everywhere. Send in your order today.

Hawaiian Pineapple Products Co., 112 Market St., San Francisco, California



Dennison's Trade Mark "Going Away Things"

HANDY BOXES
BAGGAGE TAGS
PAPER NAPKINS,
LUNCH SETS
PAPER TOWELS
SILVER TISSUE
JEWELRY CLEANING OUTFITS

26 FRANKLIN STREET, BOSTON

HIGHLANDS of ONTARIO

Canada, including Orillia and Couchiching, Muskoka Lakes, Lake of Bays, Mississauga River, Algoma, Georgian Bay, Temagami, Kawartha Lakes. Spend your summer holidays at one of these delightful spots reached in palatial trains over the

Grand Trunk Railway System

Finest summer playgrounds in America. Good hotel accommodation in all stations which make roughing it desirable. Special rates for children. Send for greatest amount of enjoyment and send for free map folders, beautifully illustrated, describing all the great playgrounds. All this recreation paradise only one night away from the leading cities of the United States. Address:

D. McDONALD, 112 West Adams Street, Chicago.
F. P. DWYER, 290 Broadway, New York City.
E. H. BOYNTON, 228 Washington Street, Boston.
W. ROBINSON, 507 Park Building, Pittsburgh.

WHITE STAR LINE

BOSTON-QUEENSTOWN-LIVERPOOL
Arable, June 4, noon *Cymric, June 18
*One class cabin (11), cabin, \$650 up.
Boston-American, June 1, 11 A. M.
Cyprian, June 8, 4 P. M.; Crete, June 29

LEYLAND LINE

Boston-Liverpool
One Class Cabin Service (11), cabin, \$30 up.
Boston-American, June 1, 11 A. M.
Californian, June 8, 4 P. M.
OFFICE 84 STATE ST., BOSTON.

JOY LINE

BOSTON-NEW YORK
EXPRESS SAILINGS TUESDAYS
FAST MAIL SAILINGS THURSDAYS
FOR
London-Paris-Bremen
Sailings on SATURDAYS for
THE MEDITERRANEAN
OELRICHS & CO., Gen. Agts.,
83-85 State St., Boston.

"A Little Voyage of Enchantment"

—that describes the trip between

Boston and New York

VIA

The Fall River Line

(SPLENDID STEAMERS—SPLENDID SERVICE)

Steamers Commonwealth and Priscilla in Service

SCHEDULE

TO NEW YORK

Special boat train leaves South Station 5 P. M. every day in the year. Due New York 7 A. M.

Leave Pier 19, North River (foot of Warren Street) 5:30 P. M.

Due Boston 8 A. M.

City Ticket Office, Cor. Court & Washington Sts.
PHONE FORT HILL 2779. ROY D. JONES, CITY TICKET AGENT

JUST OUT—SUMMER HOMES

Handsome Illustrated Book with full information on summer homes in Vermont and shores Lake Champlain, with hotel, farm and village accommodations. Prices from \$25 up. Send 25c for mailing. Address "Summer Homes," No. 43, 256 Washington St., Boston.

The Coast and Interior of Maine and the Maritime Provinces

All-the-Way-by-Water

DIRECT BETWEEN NEW YORK AND BOSTON

AND

DIRECT BETWEEN NEW YORK AND PORTLAND, ME.

ALSO FROM BOSTON AND BETWEEN POINTS EAST THEREOF

Metropolitan Steamship Line

The Great Screw Steel Steamships
MASSACHUSETTS and BUNKER HILL

Direct All-the-Way-by-Water Service between New York and Boston will be inaugurated for the Summer Season of 1912 on Monday, June 3, 1912. Two-Berth Outside Rooms, \$2.00; Inside Rooms, \$1.00. Electric Fans in Inside Rooms. SCHEDULE: Departing New York, 10:30 A. M., Monday, June 3, 1912. New York Week Days and Sundays from Pier 14, North River, foot of Fulton Street; at 5 P. M. Running time between the Cities about 15 hours. THE MASSACHUSETTS AND BUNKER HILL are the largest steamships ever built with Wireless Telegraphy, Submarine Signal Service, and all facilities to insure the Security and Comfort of passengers. During the past year many improvements have been made in providing additional equipment for and general improvement of these vessels. These changes provide for the burning of Oil as Fuel, the addition of new staterooms, the substitution of Electric Fans in Inside rooms; an outside Dining-Room on the Main Deck; a Hurricane Deck, etc. Outside two-berth staterooms, \$2.00; Inside rooms \$1.00.

Maine Steamship Line

Direct Between
NEW YORK AND PORTLAND, ME.

SCHEDULE: Leave New York from Pier 15, North River, foot of Vesey Street, Tuesdays, Thursdays and Saturdays, at 5 P. M. Arrive Portland same day at 10:30 P. M. Return from New York and Portland about 22 hours. DAY TRIPS, leaving New York and Portland 10:30 A. M., Mondays, June 24th to Sept. 9th, inclusive.

Also Lines East of Boston, Embracing the Following:

Boston & Portland Line; Portland & Rockland Line; Kennebec Line; Boothbay Lines; Bangor Line; Mount Desert & Blue Hill Lines; and International Lines, affording ten different routes from Boston and between various points east thereof.

The Coast and Interior of Maine and the Maritime Provinces
are the Greatest Vacation Lands in the World

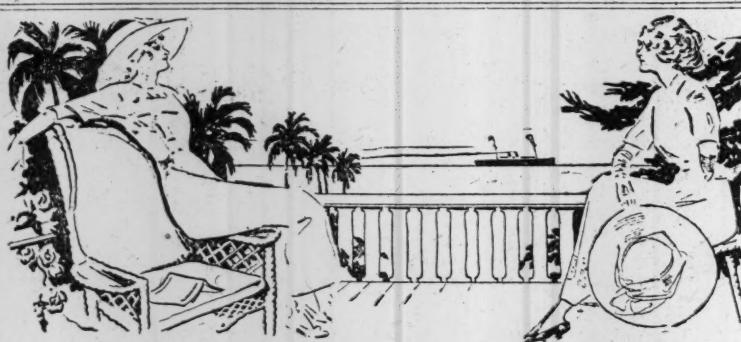
For a Summer Outing they afford within their wide domains every known delight of the nature lover and the sportsman. Thousands of miles of the most picturesque sea coast in America, as well as mountains, rivers, lakes and the Great Pine Woods await the tourist.

Theirs is the lure of ocean-swept shores, of game-haunted, flower-embraced forests, of sentinel mountains, of peace-wooding lakes. They answer the cry of the spirit for nature in her wildest, sweetest, grandest moods. Who would not exchange the heat and monotony of the city for the tang of the sea, the balsam breath of the forest—the comfort and pleasure that are here for all?

THROUGH TICKETS via the above lines may be purchased at Transportation Offices generally throughout the United States and Canada. For reservations from New York, address Metropolitan Steamship Line, Pier 15, N. R., or Maine Steamship Line, Pier 15, N. R., New York City. For information, rates, itineraries, maps, hotel lists, etc., enclose 5 cents postage to Eastern Steamship Corporation, Room 28, Pier 15, North River, New York City.

The Ideal routes to Maine and the Maritime Provinces are those provided by the All-the-Way-by-Water Service of the

EASTERN STEAMSHIP CORPORATION



VACATION TRIPS BY SEA

You will be surprised to know how little they cost and how much real recreation and interest they offer. Read about these fascinating summer outings to Havana, Old Mexico and the Bahamas, and write today for beautifully illustrated booklets giving complete information. You are sure to enjoy the short, bracing journey in the salt-scented, sleep-giving air of the sea. Our twin-screw express steamers are big and fast, the decks are broad and comfortable, and the lounging rooms are spacious and well arranged for summer outings. Wireless and complete safety appliances on every boat.

Here are some of the attractive trips and rates for the summer season:

HAVANA and return \$65.00

Affording a delightful ocean voyage of six days (three in each direction) and a brief visit ashore in Havana, the Paris of the Western Hemisphere. Records of summer temperature show this quaint and interesting city to be entirely comfortable even in midsummer. The hotels are excellent and the means of sight seeing are many and inexpensive. Sailings from New York each Thursday.

Trip to MEXICO and return \$84.00

No other trip can be planned at the same expense in time and money which will give as much variety and interest as a journey to Old Mexico via Vera Cruz to Mexico City and return. It includes a delightfully refreshing sea trip of sixteen days, eight days in each direction. New York to Vera Cruz, Mexico, with a call of one day each at Havana, Cuba, and Progreso, Yucatan; meals and first cabin stateroom accommodations on the steamer included, also first-class transportation by rail covering the short trip from Vera Cruz to Mexico City and return.

Summer Tour to BAHAMAS and return \$50.00

A paradise of beautiful flowers and vegetation, offering a fascinating recreation point, with excellent hotels. The ocean journey down the coast and back means cool and refreshing comfort.

The Ward Line also makes special low rates to identified students and teachers to Cuba and Mexico in the summer months.

Write now while you have the matter in mind. We will send some interesting literature, reserve choice accommodations and offer helpful recommendations regarding your trip.

New York & Cuba Mail Steamship Co.

Pier 14, East River, New York, or

NEW ENGLAND PASSENGER OFFICE, AGWI LINES

192 Washington Street, Boston, Mass.

Or any railroad ticket agent or authorized tourist agency.

DON'T THROW AWAY YOUR
DULL SAFETY RAZOR BLADES

We sharpen and sterilize them for 30c per dozen and return your blades—not somebody else's. Perfect edge guaranteed. Mail, 2c per dozen extra.

Stebbin's Hardware Co.
15 W. Van Buren Street - - - CHICAGO, ILL.

The Acacia Hotel

Colorado Springs' Newest Hotel.
S. J. BUSH, Manager.

Centrally Located.

European \$1.50 and Up.

Colorado Springs, Colo.

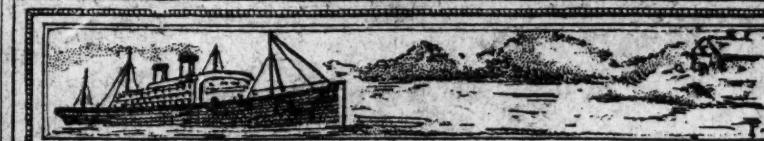
THE HOLLAND

FIRST-CLASS FAMILY HOTEL ON
1760 PENNSYLVANIA AVENUE

Corner Eighteenth Avenue

DENVER, COLO.

Take Seventeenth Avenue, Park Hill or Madison Ctr. Get off at Pennsylvania Avenue.

E. S. BATES, PROP.
Phone York 149LAND OF EVANGELINE
BRINGS JOYS TO THE
LOVER OF SCENERY

Chester, Cape Breton and the
Bras d'Or Lakes Among
Many Entrancing Spots in
Province of Nova Scotia

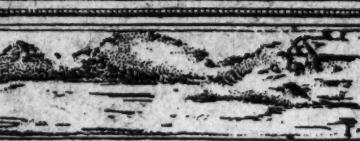
WATER EXCURSIONS

THE land of Evangeline has been well advertised by Longfellow's celebrated poem, and naturally enough most people imagine that the loveliest scenery in the province of Nova Scotia must be that described by the Cambridge poet. To most of them Acadia consists exclusively of the district that was the scene of the loves and sorrows of the maiden and her devoted Gabriel, but as a matter of fact, while the Annapolis valley deserves the reputation of poesy and natural beauty which the American bard has made for it, the scenery there is fully equalled by that of the Chester district, and unquestionably surpassed by the matchless beauty of Cape Breton and the Bras d'Or lakes.

All that nature has of the fairest is to be found in this wondrous province. The little town of Chester is situated at the head of the island studded bay that bears its name. It is surrounded by green meadows and rich fields, backed by beautiful forests that are the homes of furred and feathered game. From Chester itself it is easy to penetrate the long line of lakes, connected by streams abounding in trout, that run deep into the interior of the Nova Scotian peninsula. The most picturesque walks and drives lead in every direction. But the bay is the chief attraction. Admirably sheltered, it affords one of the finest stretches of water for sailing, rowing and canoeing. Its islands, said to be as many as the days of the year—a convenient mode of indicating their number—are easily accessible at all times of the tide, and most of them have superb sandy beaches on which salt water bathing may be enjoyed.

Closed by Chester bay, and separated from it by a promontory, opens the almost equally beautiful St. Margaret's bay, while on the one hand Prospect, with its important fishing settlement, and on the other Lunenburg, a thriving commercial and fishing town, offer excellent opportunities for excursion by water. Within easy reach is the lovely LaHave river, upon which is the pretty town of Bridgewater, reached either by rail or road, but preferably by the steamer that plies up and down the river.

The Annapolis basin is the most picturesque inland body of salt water in America. To reach it by water, the most informing and satisfactory way is to pass over the thrashing bosom of the bay of Fundy, whose mighty tides are celebrated in song and story, and enter the Digby passage—the gateway to the world renowned land of Evangeline—a cleft in the mountain chain known as the Gap. As the tides come and go they rush with mad fury through the narrow

OUTDOOR LIFE IN THE WILDERNESS
CALLS MANY TO THE MAINE WOODS

City Man Will Sleep Under
Blankets at Night Lulled
by Sighing of Breezes
Through the Pines

COMFORTS AT HAND

EXTENDING many miles inland from the island-guarded coast of Maine lies a dense wilderness of forests, lake and streams, calling in nature's language to the traveler who longs for new worlds to conquer. Within the shelter of these woods and mountains the man on an outing will find so many enjoyments that it is hard to tell which is keenest.

You'll sleep under blankets at night,

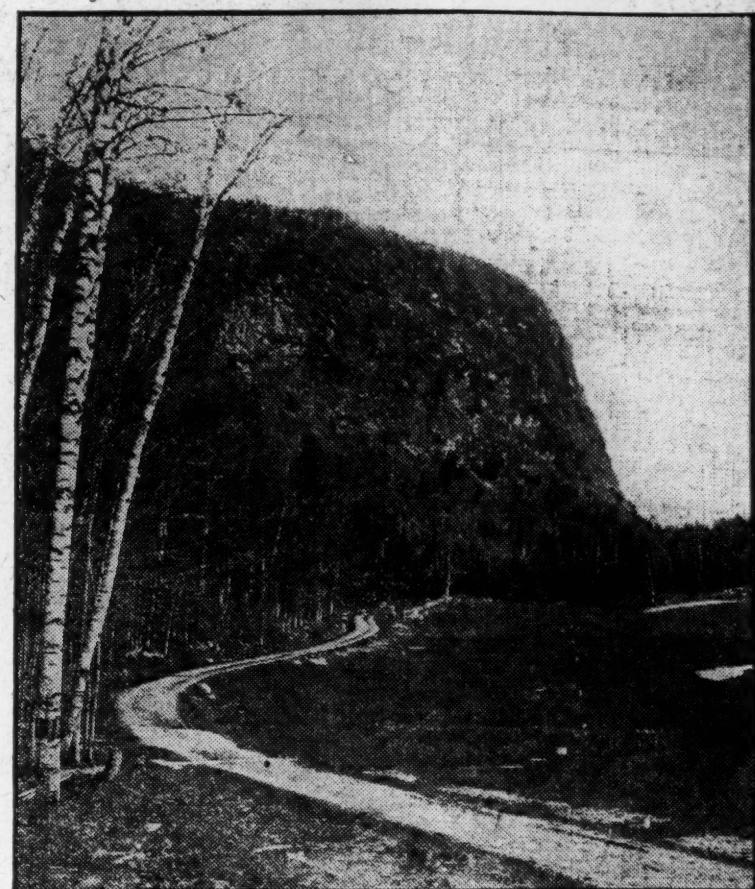
lulled by the sighing of breezes through the pines; you'll be pleasantly sunbaked in the day. You'll forget all the cares of city life in a short two weeks—the average vacationist's lease of freedom. At night the weird cry of a loon will start delightful reveries as you lie on the balsam boughs, watching the red tongues of the camp fires licking up the dark night.

If you once experience the joys of camping in the Maine woods you'll count the days until you can get back again to enjoy this carefree life. The term "camping" no longer implies hunting wild animals. There was a time and not so very long ago when a man who ventured into the wilderness to spend a holiday was considered a very daring person. Not so nowadays. There are no physical dangers to be encountered in the woods. Even in the most remote fishing and hunting regions of Maine, it is possible to enjoy almost the same comforts and conveniences you find at most summer resort hotels. In this territory there are fully a thousand camps—perhaps more. These range from elaborately equipped ones that are virtually small hotels, down to the humble lean-to or shelter built for a stay of a night or two.

This vast playground of lakes and woods of which Maine is so prominent a part extends from Lake Champlain to the Atlantic seaboard. It covers 20,000 square miles; 5000 streams flow through it; 1521 lakes are concealed amid the trees. No other tract of country of the same extent on the American continent is so well supplied with lakes and streams. Here is a fish and game territory absolutely unparalleled in America. In the Maine waters are opportunities for fishing that are truly prodigious. Whether you be angler, canoeist or hunter, the lakes and woods of Maine will afford the satisfaction of every reasonable desire.

Imagine Yourself in a Canoe

Throughout this vast stretch of dense forest, broken only by the waterways, the priceless delights of outdoor life in



Along the road to Kineo in the Moosehead lake region of the Maine woods

the woods may be enjoyed to repletion. Many come to enjoy solitude and simple living. The means of enjoyment are endless. Exploration, for instance, is full of surprising pleasures. Imagine yourself in a canoe, creeping along some forested edge lake for miles and every now and then stealing into some little bay where the deer feed on the grasses and the water lilies. Trails—lines of blazed trees—lead through woods fragrant with wild flowers to some new lake or stream.

This wilderness is as wildly fair as when the wigwams of the Abenakis were hidden among its fine groves. Man has increased the comforts and luxuries and the marks of his presence abound, but the picturesque wilderness is not marred—the same beautiful vistas the red man saw await you.

The river and the wind in the trees sing to you as you paddle your canoe. Every turn in the stream presents a new picture of beauty. Salmon with silvery gleams flash again and again out of the water. Ruffed grouse whir through the thickets. Wild ducks skirt down stream. Sharp quick turns keep you on the alert as the canoe glides from one torrent level to another—sudden descents from pitch to pitch like a ruined, winding stairway. The

water souses and sings, foams and frets, dashes and roars. Every foot of the way must be carefully chosen; now close to the steep bank where the bushes overhang; now in winding stream among huge pointed rocks.

Pitch your tent or the shore; chop fir branches for a bed and settle down in comfort for the night. Your supper will be cooked in the open air and eaten by firelight. Once you experience the delight of this kind of a life, no other vacation will have charm for you. Do you doubt it? Ask the man who has been "down in Maine."

We have said that Maine is distinctly a "fishing country." There's a reason. Its lakes and streams, naturally prolific, are kept so well stocked by the fish and game authorities that they are practically inexhaustible; although thousands of trout, togue, bass and other game fish are taken from her waters every year, they are restocked with hundreds of thousands of "fry" and "fingerlings" by the fish commissions both of state and nation. No wonder the fishing is always good in the Pine Tree state.

Guides Licensed by State

It is a law of the state of Maine that those that camp and build fires in the wild lands of the state shall employ a guide licensed for such work. It is the intent of this law to protect the camper and the property of the state—her valuable forests. If you are going to stay at one of the established camps, you will not require a guide, unless you are going long distances into the woods.

The Maine guide does not maliciously exaggerate and what he tells you about the natural resources and the supply of fish and game, you may depend upon. In general principles the planning and management of a camping trip should be left to his superior judgment. He may, if he prefers, return by water, following St. Andrew's channel.

To the north of Baddeck lies English town, from which one may cross by ferry to the opposite shore and start on a long drive to Capt. North. This excursion, which requires from six to seven days by carriage, is one of the most beautiful that can be taken anywhere, and gives a succession of ever changing scenery.

Once the visitor has felt the charm of the island, once he has traversed its lakes and forests and meadows, once he has wandered by its rivers and watched the glorious sunsets that enwrap the heavens, joyed in its cool nights, he unconsciously repeats Byron's "Farewell to the Rhine":

"Adieu to thee, again, a long adieu.
There can be no farewell to scenes like thine."

B. & O.'S CHICAGO
HEAD IS LIVE MAN

CHICAGO—Railroad men here are pleased with the action taken recently by the Baltimore & Ohio railroad in appointing Frank C. Batchelder, president of the Baltimore & Ohio Terminal railroad and assistant to the president of the Baltimore & Ohio.

The headquarters of Mr. Batchelder will remain at Chicago. He has been the vice-president of the Baltimore & Ohio Chicago Terminal road. According to a statement issued by President Willard, the interests of the Baltimore & Ohio road will be better served by having an assistant to the president located in Chicago.

PENNSYLVANIA GUARDS TO CAMP

HARRISBURG, Pa.—The infantry and staff officers of the Pennsylvania National Guard will go into a camp of instruction at Mt. Gretna, Lebanon county, from June 2 to 7, inclusive. The purpose of the camp will be to prepare for the coming summer encampment.

Scenery and Service
En Route to Puget Sound

A desirable combination enjoyed by travelers on the latest built and most completely equipped transcontinental train—

The Olympian

Leaves Chicago every day at 10:15 p. m.

through for Seattle and Tacoma—traversing

a new country, rich and scenically

beautiful—over the shortest line—the

Chicago, Milwaukee & St. Paul

and

Chicago, Milwaukee & Puget Sound

Railways

"The Columbian," companion train of "The Olympian," leaves Chicago 10:30 a. m. daily.

Low round trip fares in effect during May, June, July, August and September.

Descriptive literature and full information free on request.

J. H. SKILLEN, New England Passenger Agent,

260 Washington Street, BOSTON, MASS.

F. A. MILLER, General Passenger Agent, CHICAGO





ALASKA AT OUR BACK-DOOR

Primitive American Territory Which Seems Far Away Is Easily Reached by Summer Travelers

TO THE average American Alaska sounds like a faraway country; Europe seems as easy to reach. Yet Alaska is a great, primitive territory right at the back door of the United States and within easy reach of the summer visitor. It is an even 1000 miles from Seattle to Skagway, and about 100 less from Vancouver, and the steamer route is almost entirely among islands whose lofty mountain peaks are often obscured by clouds. Here we find the hospitable and friendly native Indians, in their picturesque villages.

At Skagway, which is reached the fourth day out, the northbound ocean voyage is at an end, and now begins the most interesting part of the trip to this fascinating northland. Skagway is the ocean terminus of the railway lines of the White pass and Yukon route. The trip over the railway, a line which in itself is one of the world's engineering feats, is amid scenery of constantly increasing grandeur. There are glaciers, peaks and cascades and the rails thread their way under gigantic overhanging cliffs.

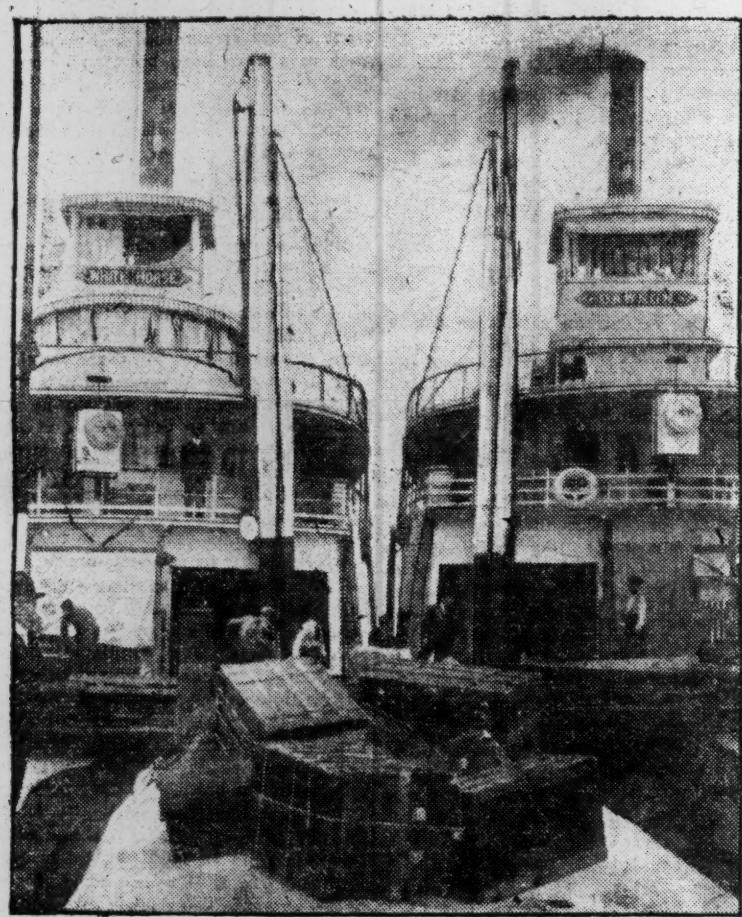
But the real charm of this picturesque region is the trip by steamer up Atlin lake through narrow channels almost walled in by towering white-capped

mountains. It is a trip that will linger in one's memory. One might forget other scenes, but never Lake Atlin and Lake Taku.

White Horse—at the end of the railway—is located on the Lewes river, one of the main tributaries of the Yukon, and from here to Dawson it is a sail of 400 miles in a modern, splendidly equipped electric-lighted river steamer, although the early summer with its 24 hours of daylight no artificial light is necessary. Quoting from "Alaska and the Klondike" by J. S. McLain:

"One can almost persuade himself on this journey down the great Yukon that he is an original explorer wandering in the primeval wilds. Nature is unmarred by the hand of man, and the vast solitude is impressive.... The scene is never uninteresting, however. The river is tortuous and rapid, its banks generally green with luxuriant vegetation, and the meadows gay with an endless variety of flowers. Narrow gorges are entered, and at one place... we are treated to the sensation of 'running the rapids' through which the widest channel between the rocky walls is scarcely more than twice the width of our well-handled boat."

"Dawson... lies on a broad, gently sloping bench under an encircling hill on the right bank of the river."



Steamers taking on luggage at White Horse, Alaska, for 460-mile trip on Yukon to Dawson

NEW ENGLAND TOURIST NEVER DISAPPOINTED

NEW ENGLAND is one of the greatest year-round vacation places in all America. Those who know it and have traveled widely have named it "Vacation Land." This was long ago. Some one, in recent years, went a step further and coined a new phrase, "Your kind of vacation awaits you in New England," and the phrase is truthful. Riding, driving and automobile, golf, tennis, mountain climbing and boating, yachting, swimming and fishing, to say nothing of the pure and idyllic rest, splendid views, quaint towns and historic spots in plenty are all available. There is no taste that cannot be suited.

Most of this "vacation land" is so close to the eastern cities that almost no pocket-book is too scantily filled to enjoy its pleasure. A night's journey will take one almost anywhere except to the very furthest point. There are mountains, woods, lakes and seashore, as the holiday-maker wishes. He can combine them all in a series of little trips, or he can pick out one place that suits his taste and stay there.

Wonderful diversity is to be found as soon as New England is entered. There are within easy reach the hills of Vermont, the White mountains of New Hampshire, the famous Maine coast and the Maine lakes and woods; historical Massachusetts and the Atlantic ocean coast from Portsmouth down—Cape Cod, Buzzards bay, Newport, Marthas Vineyard, Nantucket and Narragansett bay. Below there is the Long Island sound shore of Connecticut.

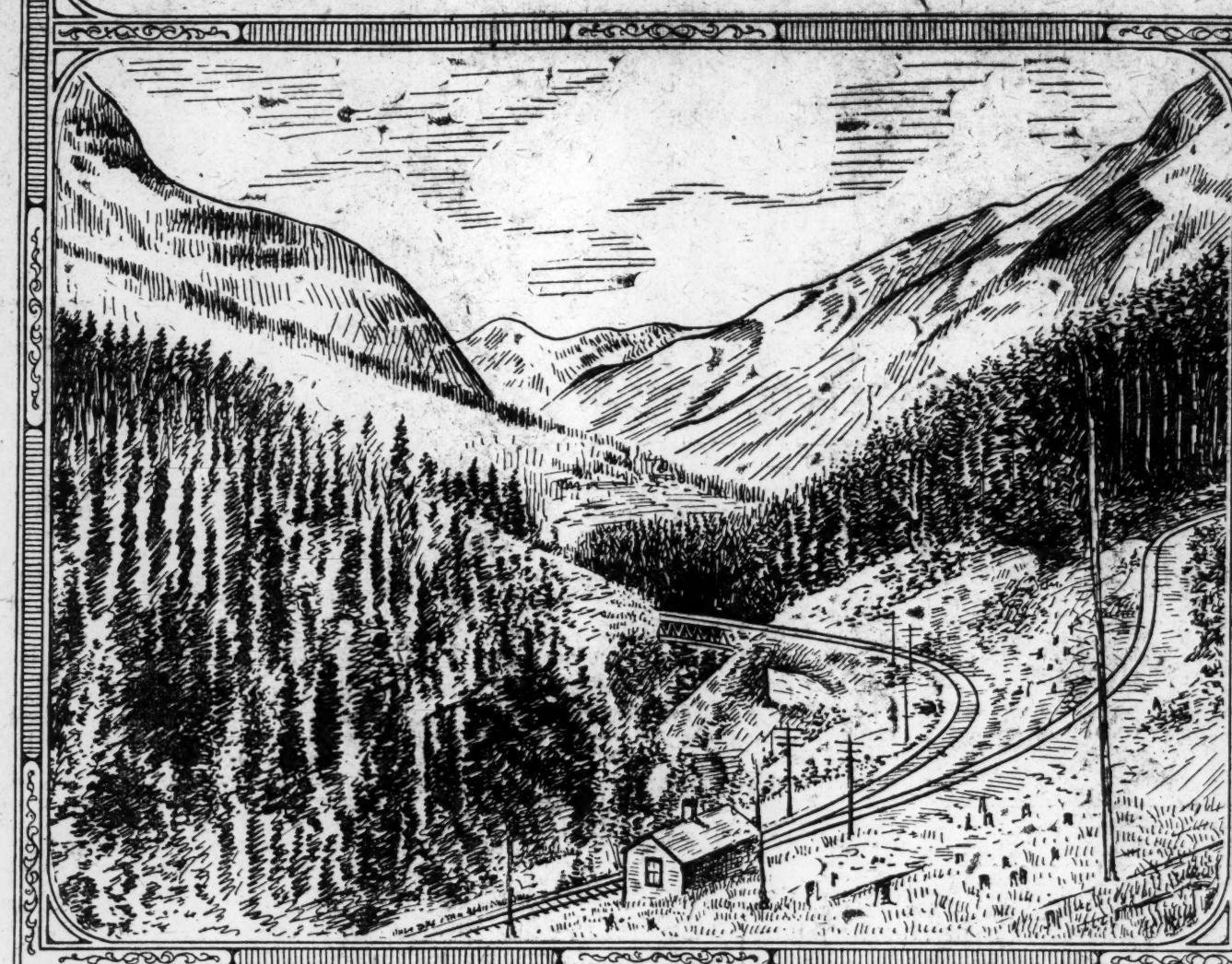
The New England lines—the New York, New Haven & Hartford, Boston & Maine and the Maine Central, together with their steamers on the sound—lead the traveler to any of these hundreds of points. A dozen different books—all to be had by writing for them—are published each year to describe these features.

Those who feel that they must stay close to New York can settle down on the shore of Connecticut. From New

Canadian Pacific Railway

"THROUGH THE CANADIAN ROCKIES" TO THE

Pacific Coast—Alaska—Hawaii—The Orient



Special Round Trip Excursion

Fares to the Pacific Coast

On Certain Dates, June to October,

\$97.25 to \$112.25

A chain of excellent hotels from the Atlantic to the Pacific.

Visit
BANFF, LAGGAN,
FIELD, GLACIER,

and see the most interesting and remarkable display of mountain scenery to be found anywhere in the world.

Fares and information will be furnished regarding Atlantic, Pacific and Great Lakes steamship service, and transportation issued to all parts of the world on application to the

PASSENGER DEPARTMENT
CANADIAN PACIFIC RAILWAY,
332 Washington St., Boston.
F. R. PERRY, GENERAL AGENT.

WATER SPORTS ABOUND ON NORTH SHORE LINE OF LONG ISLAND SOUND

Sheltered Harbors and Coves

Afford Fine Anchorage for Motorboats While Drive-ways Connect All Resorts

ON HISTORIC GROUND

THAT section of New York state and Connecticut which fronts on Long Island sound possesses a combination of attractions which few summer resort regions can duplicate. One of the greatest charms found here is the water itself. The northern shore of the sound is rugged enough to avoid monotony, but with many sheltered harbors and coves affording fine anchorage for yachts and motorboats. All sorts of water sports flourish here in profusion. Every town has its yacht club, and many a famous racing craft, from the saucy sonder type to the stately cup defender, has its home in this section of enthusiastic boatmen.

Turning shoreward, however, one quickly finds that not all the pleasure-seekers have taken to the waves. Along

the coast runs the most traveled automobile highway in the country—the Shore road, as it is familiarly called, as far as New Rochelle, and thence the historic Boston post road—along which on every pleasant day a constant procession of motor cars of every description moves from New York on its way to New England or to points in the upper part of Westchester. Back from the waterfront, this shore country rises in gradual ascent to a series of long ridges, commanding magnificent views across the sound to the shores of Long Island.

All this is historic ground. The Boston post road was the one great highway between New England and the middle

and southern colonies in revolutionary days. Along it rode Paul Revere on his famous visit to New York. Washington and nearly all the other famous figures of the revolution passed over it many times.

In this territory there is room for a wide variety of choice for all New Englanders who are planning to escape from their customary surroundings this summer. The railroad people have compiled a list of the hotels and boarding cottages along this shore and the vacationist will have no difficulty in finding a place to suit his means. Beyond what may be termed the New York commuters' limit the real summer... begins, where families go for the season. Farther along is New London, the center of a region excelled by few resorts on the Atlantic coast. The Thames river, famous the world over as the scene of the great intercollegiate rowing races, flows down between green hills to Long Island sound. There is always a fleet of yachting craft in the river, so that a constantly varying marine panorama is presented. Upon the occasion of the visit of the New York Yacht Club the harbor is a brilliant spectacle, both by day and night.

Groton and Eastern Point, with their cottages and hotel, are across the harbor, along the other shore. Two miles up the river are Red Top and Gales Ferry, the training quarters of the Harvard and Yale crews and crowning Groton Heights and Jamestown.

Then come Rhode Island's famous resorts—Narragansett Pier and Newport. The old and new towns of Newport offer attractions that few can equal. History was made in this quaint little settlement down near the water's edge. From Newport one also gets to Narragansett Pier and Jamestown.

French roads are getting steadily worse for motoring, while the main German ones are steadily improving, says the Queen. Hence the fatherland is growing in favor as a touring ground and can be recommended as affording much delightful traveling.

A Vacation Out at Sea

Every moment of the day filled with enjoyment. Cooling breezes from the ocean, refreshing and invigorating. Splendid fishing, sailing, bathing, tennis, golf and country sports. You'll have every diversion imaginable at

Marthas Vineyard
AND
Nantucket

If you knew the wonderful charms and attractions of Marthas Vineyard and Nantucket you'd come to these Islands in the ocean for your vacation. You are out at sea and the voyage lasts as long as you want to make it.

Season June to October

Send for our two beautifully illustrated books about these islands. Write Vacation Bureau, Room 769, South Station, Boston Mass. For tickets, parlor car space or staterooms on steamers call or send to

New York, New Haven & Hartford R. R.

City Ticket Offices: Boston, Cor. Court and Washington Sts.; New York, 171 Broadway.

The "Hotakold" VACUUM CARAFE

was Designed Particularly for HOTEL EQUIPMENT

This Carafe will keep ice water ICE COLD for 72 hours. By its use ICE WATER can be kept AT ALL TIMES in the guests' rooms at a minimum cost for ice and service.

Strong and Durable

The "Hotakold" is the original VACUUM Carafe and has proved the best and strongest it is in use in over 150 prominent hotels, among others the following:

The Blackstone, Chicago The Holland House, New York.
The Bellevue-Stratford, Philadelphia. The New Hotel Utah, Salt Lake City.
Congress Hotel, Chicago Chateau Laurier, Ottawa, Can.

Hotel Astor, New York From the Largest to the Smallest find it P. A. S. Ask them Write for full particulars.

VACUUM SPECIALTY COMPANY NEW YORK
First Avenue and 36th Street

VULCAN

FILM AND PLATES

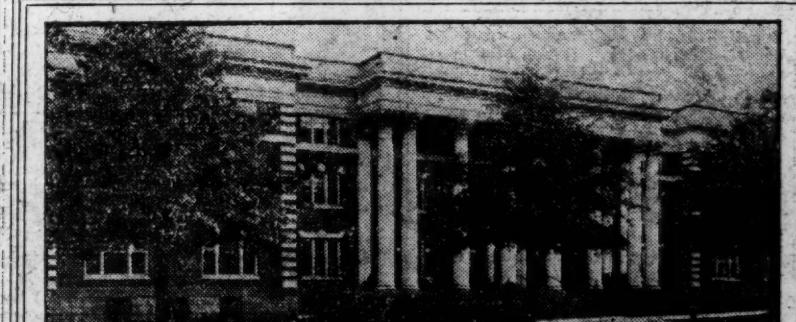
Get the best negatives, first of all—then good prints will be secured with less effort. Either plates or film, VULCAN negatives have best printing value.

ARGO PAPER

is all that is then required for superior prints. Made in a variety of surfaces, and in grades adapted to all negatives.

Write for a copy of our little booklet—the Defender Tipster—and the name of dealer in your locality.

DEFENDER PHOTO SUPPLY CO., Argo Park, Rochester, N.Y.
BRANCHES IN PRINCIPAL CITIES



Brandon Hall

1501 BEACON ST., BROOKLINE, MASS.

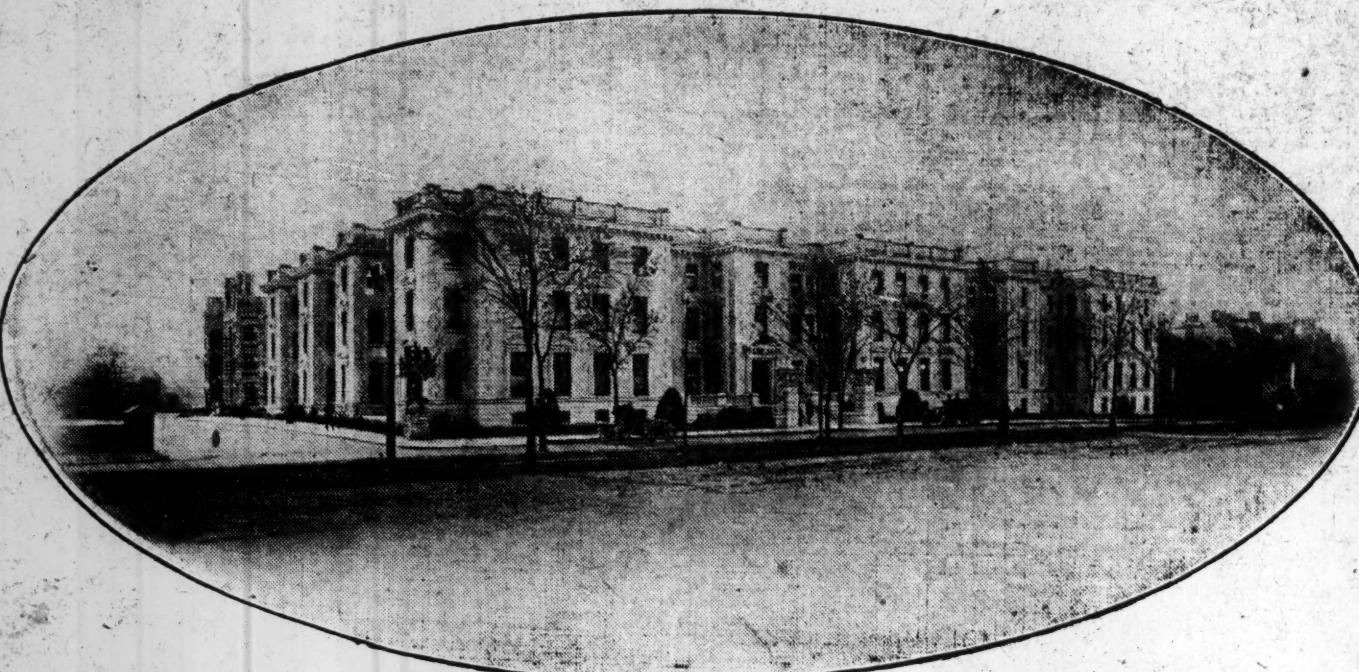
High-Class Residential Hotel

Attractive Apartments, Single or En Suite.
Dining Room with Excellent Service.

ARTHUR L. RACE, Proprietor

Colonial Line 256 WASH. ST. F. R. ST. 250 to New York Via Rail & Boat, Daily and Sunday.

Attention is called to the hotels in the classified section of this issue.



If You Visit Boston This Summer Make Your Stay at the
Hotel Beaconsfield
 BROOKLINE, MASS.

This hotel is situated on Beacon St. Boulevard in Brookline, the fashionable residential suburb of Boston, which is the hub of the famous Massachusetts State roads. This beautiful hostelry offers every modern hotel comfort and the quiet of a semi-country life, although within the shadow of the city.

We Maintain a First-Class GARAGE

With accommodation for 150 machines, and the automobile will find the Beaconsfield convenient in every way for headquarters while touring round about.

The hotel is run on the American plan, though special rates are made for tourists covering their room accommodation, with a charge for meals only when taken. Write for booklet and card of rates.

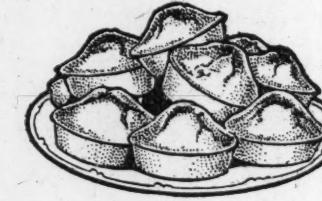
ARTHUR W. PAYNE, Manager



Entire Wheat Raisin Bread
 Made of
FRANKLIN MILLS FLOUR

Rich in Nutrition. Rich in Flavor

Include this Flour in your supplies for your summer home. Give your children Raisin Bread, Milk and Cream—it is food par excellence.



Every Hotel Menu

should include Muffins, Griddle Cakes, Raisin Bread, etc., made of **FRANKLIN ENTIRE WHEAT FLOUR**. The flavor is delicious. "You can taste the wheat."

FRANKLIN MILLS FLOUR
 IS THE GENUINE, ORIGINAL ENTIRE WHEAT.
 THE MOST WHOLESOME FLOUR FOR EVERY USE.
 ORDER OF YOUR GROCER. IF HE DOES NOT HAVE IT, WE WILL SHIP YOU DIRECT FROM THE MILLS
 Our booklet of Recipes and Prize Recipe for Raisin Bread mailed free upon request.

FRANKLIN MILLS CO., 131 STATE ST., BOSTON, MASS.



Superior Service to
 North Pacific Coast

From Chicago via St. Paul and Minneapolis, daily through trains with Standard Drawing-room Cars, Dining Cars, and Dining Cars. From St. Louis and Kansas City via St. Paul. Puget Sound Limited with similar high class equipment. All electric-lighted. Ask for book about trains, trip and Yellowstone Park America's only geyser land.

Address C. E. Foster, Dist. Pass'g Agent, 207 Old South Blvd., Boston, Mass. Paul, Gen. Pass'g Agent, A. M. Cieland, Gen. Pass'g Agent, St. Paul, Minn.

"Service that sets the Pace"



COLORADO GETS YOU OUT
 IN THE EARLY MORNING

You need no alarm clock in this wonderful country. Some one has said—more graphically perhaps than all the poets—"Colorado makes you feel like springing out of bed in the morning."

It is quite true that there is a peculiar quality to the atmosphere of Colorado. You will at once recognize the fact that you are on new ground. You cannot help giving yourself over to the enjoyment of perfect air and glorious sunshine.

The train to Colorado is a part of the fun. Do you know that the train service of the better western Railways like the Burlington Route is in many respects the best in the world? This refers particularly to the Dining Car Service a la carte which "The Burlington" has made famous.

The train to Colorado is a part of the fun. Do you know that the train service of the better western Railways like the Burlington Route is in many respects the best in the world?

This refers particularly to the Dining Car Service a la carte which "The Burlington" has made famous.

The train to Colorado is a part of the fun. Do you know that the train service of the better western Railways like the Burlington Route is in many respects the best in the world?

This refers particularly to the Dining Car Service a la carte which "The Burlington" has made famous.

The train to Colorado is a part of the fun. Do you know that the train service of the better western Railways like the Burlington Route is in many respects the best in the world?

This refers particularly to the Dining Car Service a la carte which "The Burlington" has made famous.

The train to Colorado is a part of the fun. Do you know that the train service of the better western Railways like the Burlington Route is in many respects the best in the world?

This refers particularly to the Dining Car Service a la carte which "The Burlington" has made famous.

The train to Colorado is a part of the fun. Do you know that the train service of the better western Railways like the Burlington Route is in many respects the best in the world?

This refers particularly to the Dining Car Service a la carte which "The Burlington" has made famous.

The train to Colorado is a part of the fun. Do you know that the train service of the better western Railways like the Burlington Route is in many respects the best in the world?

This refers particularly to the Dining Car Service a la carte which "The Burlington" has made famous.

The train to Colorado is a part of the fun. Do you know that the train service of the better western Railways like the Burlington Route is in many respects the best in the world?

This refers particularly to the Dining Car Service a la carte which "The Burlington" has made famous.

The train to Colorado is a part of the fun. Do you know that the train service of the better western Railways like the Burlington Route is in many respects the best in the world?

This refers particularly to the Dining Car Service a la carte which "The Burlington" has made famous.

The train to Colorado is a part of the fun. Do you know that the train service of the better western Railways like the Burlington Route is in many respects the best in the world?

This refers particularly to the Dining Car Service a la carte which "The Burlington" has made famous.

The train to Colorado is a part of the fun. Do you know that the train service of the better western Railways like the Burlington Route is in many respects the best in the world?

This refers particularly to the Dining Car Service a la carte which "The Burlington" has made famous.

The train to Colorado is a part of the fun. Do you know that the train service of the better western Railways like the Burlington Route is in many respects the best in the world?

This refers particularly to the Dining Car Service a la carte which "The Burlington" has made famous.

The train to Colorado is a part of the fun. Do you know that the train service of the better western Railways like the Burlington Route is in many respects the best in the world?

This refers particularly to the Dining Car Service a la carte which "The Burlington" has made famous.

The train to Colorado is a part of the fun. Do you know that the train service of the better western Railways like the Burlington Route is in many respects the best in the world?

This refers particularly to the Dining Car Service a la carte which "The Burlington" has made famous.

The train to Colorado is a part of the fun. Do you know that the train service of the better western Railways like the Burlington Route is in many respects the best in the world?

This refers particularly to the Dining Car Service a la carte which "The Burlington" has made famous.

The train to Colorado is a part of the fun. Do you know that the train service of the better western Railways like the Burlington Route is in many respects the best in the world?

This refers particularly to the Dining Car Service a la carte which "The Burlington" has made famous.

The train to Colorado is a part of the fun. Do you know that the train service of the better western Railways like the Burlington Route is in many respects the best in the world?

This refers particularly to the Dining Car Service a la carte which "The Burlington" has made famous.

The train to Colorado is a part of the fun. Do you know that the train service of the better western Railways like the Burlington Route is in many respects the best in the world?

This refers particularly to the Dining Car Service a la carte which "The Burlington" has made famous.

The train to Colorado is a part of the fun. Do you know that the train service of the better western Railways like the Burlington Route is in many respects the best in the world?

This refers particularly to the Dining Car Service a la carte which "The Burlington" has made famous.

The train to Colorado is a part of the fun. Do you know that the train service of the better western Railways like the Burlington Route is in many respects the best in the world?

This refers particularly to the Dining Car Service a la carte which "The Burlington" has made famous.

The train to Colorado is a part of the fun. Do you know that the train service of the better western Railways like the Burlington Route is in many respects the best in the world?

This refers particularly to the Dining Car Service a la carte which "The Burlington" has made famous.

The train to Colorado is a part of the fun. Do you know that the train service of the better western Railways like the Burlington Route is in many respects the best in the world?

This refers particularly to the Dining Car Service a la carte which "The Burlington" has made famous.

The train to Colorado is a part of the fun. Do you know that the train service of the better western Railways like the Burlington Route is in many respects the best in the world?

This refers particularly to the Dining Car Service a la carte which "The Burlington" has made famous.

The train to Colorado is a part of the fun. Do you know that the train service of the better western Railways like the Burlington Route is in many respects the best in the world?

This refers particularly to the Dining Car Service a la carte which "The Burlington" has made famous.

The train to Colorado is a part of the fun. Do you know that the train service of the better western Railways like the Burlington Route is in many respects the best in the world?

This refers particularly to the Dining Car Service a la carte which "The Burlington" has made famous.

The train to Colorado is a part of the fun. Do you know that the train service of the better western Railways like the Burlington Route is in many respects the best in the world?

This refers particularly to the Dining Car Service a la carte which "The Burlington" has made famous.

The train to Colorado is a part of the fun. Do you know that the train service of the better western Railways like the Burlington Route is in many respects the best in the world?

This refers particularly to the Dining Car Service a la carte which "The Burlington" has made famous.

The train to Colorado is a part of the fun. Do you know that the train service of the better western Railways like the Burlington Route is in many respects the best in the world?

This refers particularly to the Dining Car Service a la carte which "The Burlington" has made famous.

The train to Colorado is a part of the fun. Do you know that the train service of the better western Railways like the Burlington Route is in many respects the best in the world?

This refers particularly to the Dining Car Service a la carte which "The Burlington" has made famous.

The train to Colorado is a part of the fun. Do you know that the train service of the better western Railways like the Burlington Route is in many respects the best in the world?

This refers particularly to the Dining Car Service a la carte which "The Burlington" has made famous.

The train to Colorado is a part of the fun. Do you know that the train service of the better western Railways like the Burlington Route is in many respects the best in the world?

This refers particularly to the Dining Car Service a la carte which "The Burlington" has made famous.

The train to Colorado is a part of the fun. Do you know that the train service of the better western Railways like the Burlington Route is in many respects the best in the world?

This refers particularly to the Dining Car Service a la carte which "The Burlington" has made famous.

The train to Colorado is a part of the fun. Do you know that the train service of the better western Railways like the Burlington Route is in many respects the best in the world?

This refers particularly to the Dining Car Service a la carte which "The Burlington" has made famous.

The train to Colorado is a part of the fun. Do you know that the train service of the better western Railways like the Burlington Route is in many respects the best in the world?

This refers particularly to the Dining Car Service a la carte which "The Burlington" has made famous.

The train to Colorado is a part of the fun. Do you know that the train service of the better western Railways like the Burlington Route is in many respects the best in the world?

This refers particularly to the Dining Car Service a la carte which "The Burlington" has made famous.

The train to Colorado is a part of the fun. Do you know that the train service of the better western Railways like the Burlington Route is in many respects the best in the world?

This refers particularly to the Dining Car Service a la carte which "The Burlington" has made famous.

The train to Colorado is a part of the fun. Do you know that the train service of the better western Railways like the Burlington Route is in many respects the best in the world?

This refers particularly to the Dining Car Service a la carte which "The Burlington" has made famous.

The train to Colorado is a part of the fun. Do you know that the train service of the better western Railways like the Burlington Route is in many respects the best in the world?

This refers particularly to the Dining Car Service a la carte which "The Burlington" has made famous.

The train to Colorado is a part of the fun. Do you know that the train service of the better western Railways like the Burlington Route is in many respects the best in the world?

This refers particularly to the Dining Car Service a la carte which "The Burlington" has made famous.

The train to Colorado is a part of the fun. Do you know that the train service of the better western Railways like the Burlington Route is in many respects the best in the world?

This refers particularly to the Dining Car Service a la carte which "The Burlington" has made famous.

The train to Colorado is a part of the fun. Do you know that the train service of the better western Railways like the Burlington Route is in many respects the best in the world?

This refers particularly to the Dining Car Service a la carte which "The Burlington" has made famous.

The train to Colorado is a part of the fun. Do you know that the train service of the better western Railways like the Burlington Route is in many respects the best in the world?

This refers particularly to the Dining Car Service a la carte which "The Burlington" has made famous.

The train to Colorado is a part of the fun. Do you know that the train service of the better western Railways like the Burlington Route is in many respects the best in the world?

This refers particularly to the Dining Car Service a la carte which "The Burlington" has made famous.

The train to Colorado is a part of the fun. Do you know that the train service of the better western Railways like the Burlington Route is in many respects the best in the world?

This refers particularly to the Dining Car Service a la carte which "The Burlington" has made famous.

The train to Colorado is a part of the fun. Do you know that the train service of the better western Railways like the Burlington Route is in many respects the best in the world?

This refers particularly to the Dining Car Service a la carte which "The Burlington" has made famous.

The train to Colorado is a part of the fun. Do you know that the train service of the better western Railways like the Burlington Route is in many respects the best in the world?

This refers particularly to the Dining Car Service a la carte which "The Burlington" has made famous.

The train to Colorado is a part of the fun. Do you know that the train service of the better western Railways like the Burlington Route is in many respects the best in the world?

This refers particularly to the Dining Car Service a la carte which "The Burlington" has made famous.

The train to Colorado is a part of the fun. Do you know that the train service of the better western Railways like the Burlington Route is in many respects the best in the world?

This refers particularly to the Dining Car Service a la carte which "The Burlington" has made famous.

The train to Colorado is a part of the fun. Do you know that the train service of the better western Railways like the Burlington Route is in many respects the best in the world?

This refers particularly to the Dining Car Service a la carte which "The Burlington" has made famous.

The train to Colorado is a part of the fun. Do you know that the train service of the better western Railways like the Burlington Route is in many respects the best in the world?

ROYAL IRISH CONSTABULARY IS ALERT

(Special to the Monitor)
DUBLIN.—The earliest Irish police act was the act of 1787. From 1787 to 1836 there appears to have been little permanency and efficiency. It was in 1812 that Mr. Peel came to Ireland and through his activities in 1814 got the peace preservation act carried, enabling the lord lieutenant to proclaim any county as disturbed and at once appoint a chief magistrate, a chief constable and 50 sub-constables to such area. The peace preservation force did not prove a success. It was appointed for a temporary purpose, and in wiping out any disorder the police were at the same time effacing themselves.

In 1822 Peel renewed his efforts, this time meeting with some degree of success. It was here that the first serious attempt was made to establish a permanent police force in Ireland. But "provincialism" was the note of the new corps. There appears to have been no uniformity, either in theory or practise, each province being a law to itself. This corps held sway for 13 years, and during the latter part went through a rough time. It was during this time that the tithe war was on. It was not until May 21, 1836, can it really be said that the Royal Irish constabulary started their existence.

In 1835 Thomas Drummond as under-secretary arrived and this may be considered the turning point and it is to Mr. Drummond's efforts that the royal Irish constabulary owes much of what is best in it. It was to his efforts that the constabulary bill was carried on May 21, 1836. Provincialism was here abolished. Uniformity of the work began to prevail over the whole country, and a strict system of discipline was introduced. In 1867 during the Fenian rising the Irish constabulary greatly distinguished themselves, in recognition of which Queen Victoria commanded that the force shall from thenceforth be designated the royal Irish constabulary.

In 1880 we are brought to what was perhaps the busiest year the royal Irish constabulary have ever known, the period of the founding of the Land League, April 19, 1879. Crises without number occurred in which a single step might have meant disaster. The crises passed and few were the wiser except the immediate participants in the incidents. The best pages in the history of the force are the pages that can never be written, the pages which are free from the "might have been," which, but for somebody's tact, skill and fortitude, would have been. It is to the eternal credit of the force that the "might have been" in that protracted struggle so many, the "ought not to have been's" so few.

Highly Disciplined Body

The nineties found the royal Irish constabulary in smoother waters and in 1903 Mr. Wyndham's bill opened a fresh page in Irish history which is still unfinished. The royal Irish constabulary are now a highly disciplined body of men, bearing an excellent character. The force is spread over the whole face of the country, in a web of which every thread centers in Dublin. Being a quasi-military force they are armed with bayonets, carbines, pistols and swords, and have to perform very varied duties. On Jan. 1, 1837, there were 35 county inspectors, 210 district inspectors, 7388 sergeants and constables, and in 1911 37 county inspectors, 197 district inspectors, 235 head constables, 10,250 sergeants and constables.

Many things have happened in Ireland since the present constabulary force was established in 1836, and great changes have taken place in its social and political conditions. The royal Irish constabulary has throughout these changes held the respect and confidence of all classes in Ireland, and it has been consistently honored by the approbation of the sovereign and his responsible ministers, entirely irrespective of social or political changes.

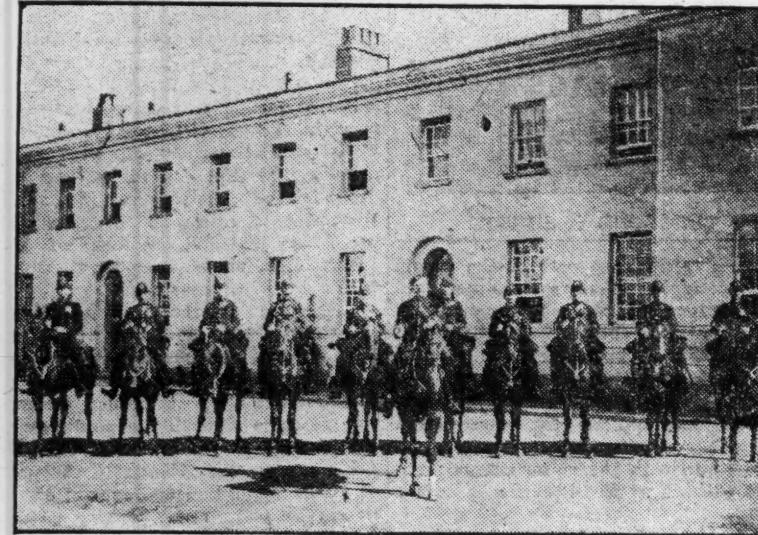
The depot of the royal Irish constabulary is in Phoenix park, Dublin, where the royal Irish constabulary cadets receive their training. But it is not alone the training ground for the royal Irish constabulary, for, in 1907, it was arranged by the colonial office with the Irish authorities that all police officers of commissioned ranks in the crown colonies must undergo a period of instruction at the royal Irish constabulary depot, for here they have all the facilities for learning everything connected with their future profession. The Irish constabulary is the only British police force which is officered by cadets and armed with bayonet and rifle, and it is after the manner in which the colonial police are officered, armed, drilled and trained.

Since 1907 there have been in training at the depot officers from or for the colonies (and other parts) of northern Nigeria 26, southern Nigeria 21, East Africa 15, Gold Coast 12, Uganda 11, Trinidad 6, British Guiana 5, Jamaica 4, Sierra Leone 3, the Gambia 2, Straits Settlements 2, Malta 2, Federated Malay States 1, Somaliland 1, Fiji 1—total 112. The course of instruction given at the depot is comprised of the following subjects: British criminal law and the law of evidence, police duties, musketry, military and physical drill, fire drill, taking finger prints; a course of instruction in testing weights and measures, keeping police accounts, equitation. Recruits for the royal Irish constabulary are taken mostly from Irish farms. On an average there are 300 recruits taking



(Photo specially taken for the Monitor)

Group of officers and non-commissioned officers of the royal Irish constabulary in uniform



(Photo specially taken for the Monitor)

Squad of royal Irish constabulary, a power for law and order in Ireland

the six months' course of training at the depot.

The royal Irish constabulary are distributed through the country in parties, generally consisting of a sergeant and four constables. The district headquarters station contains, however, a somewhat stronger party, consisting of a district inspector and head constable, one sergeant, one acting sergeant and from six to a dozen constables, according to the necessities of the locality. In Belfast and Cork head constable in each district has supreme charge of the police arrangements, and visits each sergeant and constable at least once during his tour of duty. In the cities above named the men commence their tour of night

duty at 11 p. m., and are relieved at 6 a. m. Each man performs a month's night duty at a stretch, and for the three following months he generally performs six hours day or evening duty daily.

In times of public excitement (notably on July 12, Aug. 15, March 17, Orange and Nationalist anniversaries) the royal Irish constabulary are called upon to perform a considerable amount of extra duty for which, however, they are allowed an allowance termed "subsistence allowance." In country districts "patrols" are substituted for "beats." Up to about 10 years ago "patrols" consisted of at least two men each, since then, wherever the state of the country

permits of it, that is to say in all parts of Ireland, except in certain districts in "proclaimed counties," it has been quite safe to allow one man to perform duty patrols alone. Each night patrol, however, still consists of two men. Each man available for out-of-door duty, as a rule, performs one day patrol and one night patrol daily, each patrol being of from three to four hours duration. Patrols unlike beat duty are sent out at irregular hours, with the object of confusing the ill-disposed, for it is obvious that when a few men are charged with the policing of a large tract of country, if left off and returned to duty at stated hours, the people would soon become acquainted with the local police arrangements and lay their plans accordingly.

Districts Vary in Size

Sub-districts vary very much in size, the average sub-district is perhaps about 10 miles square, and it is the duty of the sergeant in charge to see that each portion of the territory in his charge is regularly patrolled both day and night. In undisturbed sub-districts the daily routine is somewhat as follows: At 8 a. m. the sergeant places a constable on duty as barracks orderly who remains on duty for 24 hours. During this time he has charge of the barracks and all the public property therein, and keeps a record of the movements of the party at the station. At 9 a. m., daily parade, when the sergeant inspects the men, their arms, clothing and accoutrements. After parade the sergeant generally instructs the men in their duties, and puts them through some evolutions in drill.

Patrols are sent out at irregular hours, both day and night, and at 10 p. m. all married men not on duty are required to be at their homes, and single men not on duty must attend roll-call at barracks, after which the barracks are locked up for the night.

In addition to their ordinary duties of preserving the peace, preventing and detecting crime, the royal Irish constabulary are called upon to act as census enumerators and enumerators of agricultural statistics. They also enforce the cruelty to animal act, children's act, acts relating to dogs, wild birds, etc., and by statute they are both customs officers and excise officers for the purpose of preventing smuggling and illicit distillation.

Members of the royal Irish constabulary also act as inspectors of weights and measures. To qualify for this position they are required to pass a stiff examination conducted by the Board of Trade. They also afford a further protection to the public from fraudulent traders by acting as food and drug inspectors. In this capacity the inspector is given compulsory powers to take samples of any article of food or any drug which is retailed, and if on analysis it is found to have been adulterated the seller is subject to heavy penalties for his fraudulent practices.

PACKING VACATION TRUNK

Amazing Quantity of Clothing May Be Carried in Small Space if Right Plan Is Followed

THE ordinary trunk will hold a quite amazing quantity of clothing if carefully packed. Do not put things in as you come to them, but get everything laid out and then devote some thought to where things will best fit in.

Skirts, coats and other garments that require considerable flat space go well on the bottom of the trunk. With each few inches of depth devoted to large things stop and push stockings and small articles of woven underwear tightly into the corners. These articles may also be put inside shoes, and if you use the shoe trees that have only a thin strip of material for the arch, the space below it will hold quite a little wad of something uncrushable. When packing a trunk for a return trip, soiled handkerchiefs may fill such spaces.

Bottles with liquid in them should be very carefully wrapped in some washable garment which will absorb the fluid should a breakage occur. The tray of the trunk may be reserved for light dresses, blouses and lingerie. Remember, that things crush much less when tightly than when loosely packed.

Many fancy traveling necessities are recommended says the Toronto Globe, and some are useful, but the majority of them are discarded by the experienced traveler. It seems absurd to devote space, however small, to wrappings and cases, when an article carried for some other purpose could be made to do double duty.

The many-pocketed "traveling companion" has a compact substitute in a rubber-lined case about eight inches long and four wide, which has a long, narrow pocket attached at one side and a short one full width at the other. The rubber lining is loose, which allows each pocket to be doubly useful. The long, wide one

SUMMER RESORT MANUAL ISSUED

Concise and helpful information for the man who is planning a summer vacation for himself and family is contained in the 1912 edition of the Manual of Summer Resorts, just issued by the passenger department of the New York, New Haven & Hartford railroad.

More than a thousand summering places in the most charming sections of New England are mentioned in this book. It tells the vacation seeker how to reach these places. It gives the names and locations of the best hotels and boarding cottages, together with their rates, and it contains much other information that will prove helpful to the summer tourist. A copy of the manual will be sent free by the Vacation Bureau, room 893, South station, Boston, Mass.

FOR ALL OUT DOORS
YOURS FOR
\$28.90
Complete with 12 selections
on Columbia Double-Disc Records.

This "Lyric" Hornless Graphophone

It is a Columbia—the perfect talking machine. You can pay for it in instalments; \$5 a month. Costs no more. No interest, no extras.

DELIVERED ON APPROVAL and GUARANTEED TO SUIT

The only Hornless machine under \$50 that has a continuous tone chamber.

Even if you already own a \$200 instrument, which is essentially a stay-at-home, or should be, and whether you do or not, you can find a hundred occasions a month where this "Lyric" model will fit in like the scenery. The season's here. Don't wait.

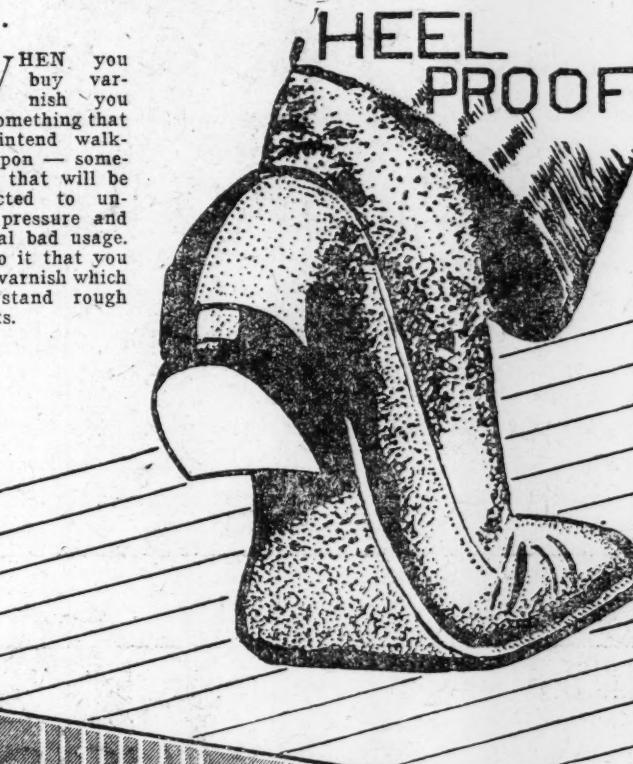
SOUTHERN LINE TO BE IMPROVED
ATLANTA, Ga.—The Southern railroad is to greatly improve its line between Macon and Brunswick during the coming summer, says the Constitution. Eight modern standard passing tracks, aggregating 27,300 feet in length, or over five miles, are to be constructed, thus materially increasing the facilities for handling traffic over this line.

Columbia Phonograph Co.,
GEN'L
174 TREMONT STREET, BOSTON



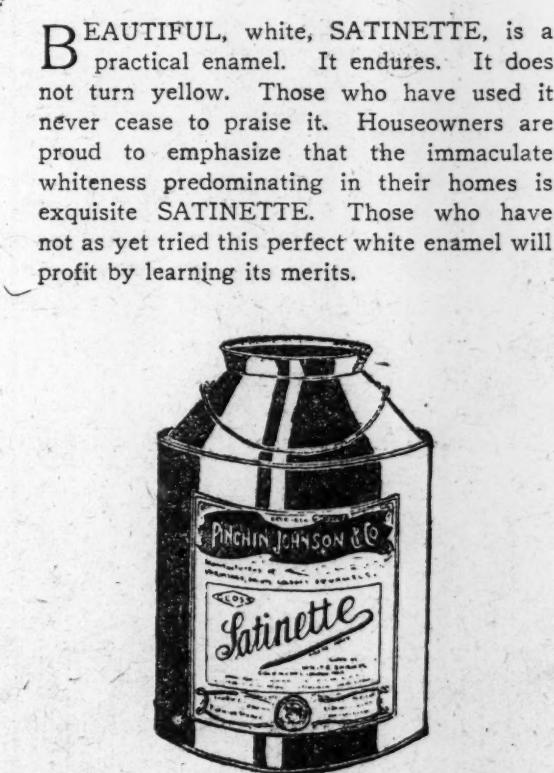
FLOOR FINISH

is ELASTIC, and that is precisely why ELASTICA is the only floor varnish that is



Standard Varnish Works

New York Chicago London Berlin Paris Brussels Melbourne
International Varnish Co., Ltd.,
Toronto, Canada



You must exercise some care in ordering white enamel, to avoid trouble and the possible expense of refinishing. SATINETTE can be obtained everywhere. A little inquiry among the dealers will reveal how much confidence is placed in this beautiful product of THE STANDARD VARNISH WORKS.



The New Home of Keith-O'Brien Co.

Salt Lake's Beautiful Department Store, the Largest and Finest in the Inter-Mountain West.

Popular with the buying public in Salt Lake and three states adjacent to Utah, the KEITH-O'BRIEN STORE is distinctly a style-leader. Visitors to Salt Lake will find it fully abreast of the largest stores in big cities. KEITH-O'BRIEN CO. also will occupy four upper floors of the building immediately to the right.

When In Salt Lake City

Visit the Palatial Warerooms of the

Consolidated Music Co.

13-15-17-19 E. First South St.

May Manton Patterns

They always make good clothes.

May Manton Patterns

It was May Manton who made dressmaking at home easy.

May Manton Patterns

If May Manton could make them better she would.

May Manton Patterns

Women have paid \$2 for patterns not half as good as the May Manton.

May Manton Patterns

Not last year's, nor next year's styles, but the style of NOW.

All May Manton Patterns Are 10c Each

A catalogue of 1000 designs mailed to any address for 15 cents.

May Manton Pattern Co.
NEW YORK HEADQUARTERS
100 W. 32ND ST.
WESTERN BRANCH
MASONIC BLDG., CHICAGO

THE MONITOR HOTEL
ADVERTISEMENTS REACH A LARGE
NUMBER OF TRAVELERS

Watch Hill Has Such a Charm

that those who go there for a fortnight prolong their visit for a month or six weeks. You really can't resist its spell.

Tucked away in the southwest corner of Rhode Island, it offers visitors a wide choice of bathing facilities. On one side is the surf, where you may breast the breakers and

Revel in the Rollers.

In fine contrast, on the other side, is placid Little Narragansett Bay. Just an ideal place for still water bathing.

Watch Hill is noted for the unvarying coolness of its summer breezes.

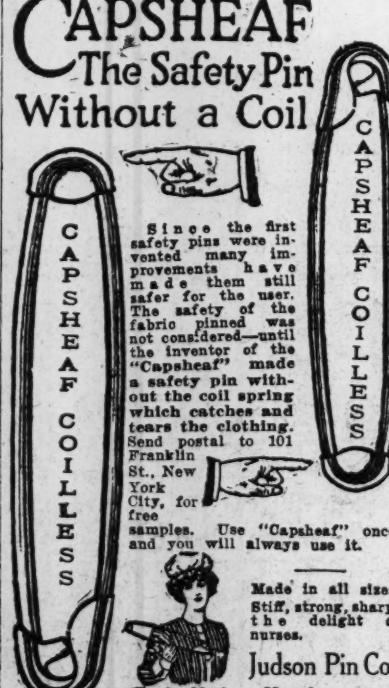
Splendid eighteen-hole golf course over rolling country.

Watch Hill hotels are famous for their cuisine and service.

We've just issued a very attractive brochure which describes Watch Hill. It's free. Write Advertising Bureau, Room 992, South Station, Boston. For tickets and parlor car space, call or send to

CITY TICKET OFFICE,
Cor. Court and Washington Streets, Boston.
PHONE FORT HILL 2770. ROY D. JONES, CITY TICKET AGENT

CAPSHEAF The Safety Pin Without a Coil



Kyanize YOUR HOME

Whatever work you want done around the House there is a

KYANIZE FINISH FOR IT

- For Floors, Linoleums and Oil Cloths, Use **Kyanize** Floor Finish
- For standing finish and all inside work, Use **Kyanize** Interior Finish
- For outside doors, exposed work, Motor Boat or Canoe, Use **Kyanize** Spar Finish
- For furniture and iron beds, Use **Kyanize** White Enamel

Each the absolute best for the purpose intended.
Your money back if Kyanize doesn't do all we claim.

BOSTON VARNISH CO., Sole Manufacturers, Everett Station, BOSTON
For Sale by Hardware and Paint Stores Everywhere

Clark's Millinery
217 N. First St.,
RICHMOND, VA.

BOOKS SOUVENIRS STATIONERY
PICTURES and FRAMING
HORTON BOOK SHOP
Headquarters for C. S. Fiction, Mottoes, and Cards
27 E. Third South Street SALT LAKE CITY

POPULARITY AND THE RAILROADS

Theodore P. Shonts, Head of the Elevated, Subway and Surface Lines in New York City, Says That When Public Knows Facts It Will Be Just

There are few men at the head of railway interests in America who believe so whole-heartedly in taking the public into their confidence as Theodore P. Shonts, president of the Interborough Rapid Transit Company, operators of the subways and elevated lines in New York, and president of the New York Railways Company, operator of the surface traction lines in Manhattan and the Bronx. This attitude is reflected in every line of the following article from the pen of Mr. Shonts. At the present time Mr. Shonts is also president of the Chicago & Alton, Toledo, St. Louis & Western (Clover Leaf route); Minneapolis & St. Louis and Iowa Central railroads. In the spring of 1905 Mr. Shonts was selected by President Roosevelt as the first chairman of the Isthmian canal commission and formulated the plans for building the Panama canal, retiring from the board in 1907.

struct their public servants that it is time to stop seeking popularity by efforts to destroy the business of those engaged in the discharge of an important public service. My remarks, while local, are national in their application. Every part of the country has its development arrested whenever the extension of street railroads does not keep pace with the growth of population. And if there is no profit left in the street railroad business because of onerous laws and regulations, there will be no railroad building.

The apprehension that some one might

make a profit has so far been a serious obstacle to the solution of the subway situation in New York. And yet I believe that the public is willing that a fair profit be made, provided they, in return, are given the very best transportation for their money. The people pay themselves through a protective tariff to promote business, including a reasonable profit, and they encourage inventions by granting patents which increase the cost. They used to bond their cities, towns and villages for the building of railroads, and as I have already said, for 60 years the people of the state of New York permitted a 10 per cent return upon capital expended to be their statutory test of what they regarded as fair treatment of railroads. The American people are just and generous, and their decisions are sound, once let them hear both sides of a question.

And so you see that I am an optimist after all. I look for better times. And the means of our salvation and redemption are at hand. It may sound strange to some, but I expect the new dispensation to come through the public service commissions of the several states.

I am a sincere believer in the policy of public regulation and control of public service companies. It may be news to some, but it is a fact that the street railroad companies in New York city never made the slightest effort to oppose the passage of the public service commission law of 1907. On the contrary, we welcomed it as the way to greater prosperity and popularity. Greater popularity because we expected that a fair minded commission, after examining the facts, would not hesitate to advise the public who are trying to serve the other part by transporting them from place to place for hire. Because those engaged in the railroad business are a part of the people and a very large part as to numbers when you count up the employees, the officers, the stockholders and other agents and employees who have to do with the materials and supplies without which the railroads cannot run.

I do not propose to talk about sympathy for the widow and the orphan as holders of railroad stocks and bonds, but I do call attention to the fact that the day has passed when the securities of railroads are closely held. The securities of every company are more and more being held in small blocks by numerous investors of small means. The Pennsylvania Railroad Company alone has 65,000 stockholders. The securities of the companies in New York city with which I am connected are held by nearly 10,000 persons. And yet how frequently are statements made which would make it appear as if these properties were in the absolute ownership of three or four men who were to be treated as enemies of the public.

It was not always so. Within the memory of many now here it was a sure way to public approval to engage in the construction and operation of public service enterprises. And the people held out the promise of suitable rewards to encourage such enterprises. From 1850 to 1910 the people of the state of New York said that so long as railroads did not earn more than 10 per cent upon their capital actually expended there should be no reduction in fares ordered by the Legislature. During the last two years that law was amended but it was only changed so as to leave the subject of rates to the regulation of the public service commission, who are required by law to give due regard to a reasonable average return upon the value of the property used in the public service and to the necessity of making reservation out of income for public service contingencies. The people by this law still recognize the importance of prosperity. An adequate return on railroad property certainly should be greater than can be secured by a loan on real estate at 6 per cent. The earthquake in San Francisco, the great conflagration in Chicago, the flood in Galveston, all left the security of real estate mortgages unimpaired, but they largely destroyed the street railroads. A real estate mortgage cannot be affected by a great strike such as was only recently the means of a loss of over \$1,000,000 in Philadelphia. In Paris, there was a fire in the subway in which many lives were lost and great expense incurred. In spite of all precautions human liability will result in accidents on railroads. There are no such risks to real estate mortgages, so I say that railroads should not be put on the income basis of real estate mortgages. Other business of which the people do not complain earn much more than 6 per cent. No merchant or manufacturer regards his business as prosperous unless it nets at least 10 per cent.

The average patron of a street railroad would say, if asked, that the company gets five cents a ride. And yet how far that view is from the real return is so well known here that it seems too trite to mention. We know the truth, but the public does not know the truth about average street railroad fares. In 1907, just before the Metropolitan system went into a receivership, the average return per passenger ride was exactly three and two-tenths cents. This was brought about by the extension of the transfers and in spite of the separation of the Third avenue from the Metropolitan so many transfers continued to be used that the average fare per ride remained below three and one half cents on the lines recently acquired by the New York Railways Company. The public does not know these facts. It is our duty therefore to do what we can to bring home to the people the real situation in order that the people may in

the apprehension that some one might

make a profit has so far been a serious obstacle to the solution of the subway situation in New York. And yet I believe that the public is willing that a fair profit be made, provided they, in return, are given the very best transportation for their money. The people pay themselves through a protective tariff to promote business, including a reasonable profit, and they encourage inventions by granting patents which increase the cost. They used to bond their cities, towns and villages for the building of railroads, and as I have already said, for 60 years the people of the state of New York permitted a 10 per cent return upon capital expended to be their statutory test of what they regarded as fair treatment of railroads. The American people are just and generous, and their decisions are sound, once let them hear both sides of a question.

And so you see that I am an optimist after all. I look for better times. And the means of our salvation and redemption are at hand. It may sound strange to some, but I expect the new dispensation to come through the public service commissions of the several states.

I am a sincere believer in the policy of public regulation and control of public service companies. It may be news to some, but it is a fact that the street railroad companies in New York city never made the slightest effort to oppose the passage of the public service commission law of 1907. On the contrary, we welcomed it as the way to greater prosperity and popularity. Greater popularity because we expected that a fair minded commission, after examining the facts, would not hesitate to advise the public who are trying to serve the other part by transporting them from place to place for hire. Because those engaged in the railroad business are a part of the people and a very large part as to numbers when you count up the employees, the officers, the stockholders and other agents and employees who have to do with the materials and supplies without which the railroads cannot run.

I do not propose to talk about sympathy for the widow and the orphan as holders of railroad stocks and bonds, but I do call attention to the fact that the day has passed when the securities of railroads are closely held. The securities of every company are more and more being held in small blocks by numerous investors of small means. The Pennsylvania Railroad Company alone has 65,000 stockholders. The securities of the companies in New York city with which I am connected are held by nearly 10,000 persons. And yet how frequently are statements made which would make it appear as if these properties were in the absolute ownership of three or four men who were to be treated as enemies of the public.

It was not always so. Within the memory of many now here it was a sure way to public approval to engage in the construction and operation of public service enterprises. And the people held out the promise of suitable rewards to encourage such enterprises. From 1850 to 1910 the people of the state of New York said that so long as railroads did not earn more than 10 per cent upon their capital actually expended there should be no reduction in fares ordered by the Legislature. During the last two years that law was amended but it was only changed so as to leave the subject of rates to the regulation of the public service commission, who are required by law to give due regard to a reasonable average return upon the value of the property used in the public service and to the necessity of making reservation out of income for public service contingencies. The people by this law still recognize the importance of prosperity. An adequate return on railroad property certainly should be greater than can be secured by a loan on real estate at 6 per cent. The earthquake in San Francisco, the great conflagration in Chicago, the flood in Galveston, all left the security of real estate mortgages unimpaired, but they largely destroyed the street railroads. A real estate mortgage cannot be affected by a great strike such as was only recently the means of a loss of over \$1,000,000 in Philadelphia. In Paris, there was a fire in the subway in which many lives were lost and great expense incurred. In spite of all precautions human liability will result in accidents on railroads. There are no such risks to real estate mortgages, so I say that railroads should not be put on the income basis of real estate mortgages. Other business of which the people do not complain earn much more than 6 per cent. No merchant or manufacturer regards his business as prosperous unless it nets at least 10 per cent.

The average patron of a street railroad would say, if asked, that the company gets five cents a ride. And yet how far that view is from the real return is so well known here that it seems too trite to mention. We know the truth, but the public does not know the truth about average street railroad fares. In 1907, just before the Metropolitan system went into a receivership, the average return per passenger ride was exactly three and two-tenths cents. This was brought about by the extension of the transfers and in spite of the separation of the Third avenue from the Metropolitan so many transfers continued to be used that the average fare per ride remained below three and one half cents on the lines recently acquired by the New York Railways Company. The public does not know these facts. It is our duty therefore to do what we can to bring home to the people the real situation in order that the people may in

the apprehension that some one might

make a profit has so far been a serious obstacle to the solution of the subway situation in New York. And yet I believe that the public is willing that a fair profit be made, provided they, in return, are given the very best transportation for their money. The people pay themselves through a protective tariff to promote business, including a reasonable profit, and they encourage inventions by granting patents which increase the cost. They used to bond their cities, towns and villages for the building of railroads, and as I have already said, for 60 years the people of the state of New York permitted a 10 per cent return upon capital expended to be their statutory test of what they regarded as fair treatment of railroads. The American people are just and generous, and their decisions are sound, once let them hear both sides of a question.

And so you see that I am an optimist after all. I look for better times. And the means of our salvation and redemption are at hand. It may sound strange to some, but I expect the new dispensation to come through the public service commissions of the several states.

I am a sincere believer in the policy of public regulation and control of public service companies. It may be news to some, but it is a fact that the street railroad companies in New York city never made the slightest effort to oppose the passage of the public service commission law of 1907. On the contrary, we welcomed it as the way to greater prosperity and popularity. Greater popularity because we expected that a fair minded commission, after examining the facts, would not hesitate to advise the public who are trying to serve the other part by transporting them from place to place for hire. Because those engaged in the railroad business are a part of the people and a very large part as to numbers when you count up the employees, the officers, the stockholders and other agents and employees who have to do with the materials and supplies without which the railroads cannot run.

I do not propose to talk about sympathy for the widow and the orphan as holders of railroad stocks and bonds, but I do call attention to the fact that the day has passed when the securities of railroads are closely held. The securities of every company are more and more being held in small blocks by numerous investors of small means. The Pennsylvania Railroad Company alone has 65,000 stockholders. The securities of the companies in New York city with which I am connected are held by nearly 10,000 persons. And yet how frequently are statements made which would make it appear as if these properties were in the absolute ownership of three or four men who were to be treated as enemies of the public.

It was not always so. Within the memory of many now here it was a sure way to public approval to engage in the construction and operation of public service enterprises. And the people held out the promise of suitable rewards to encourage such enterprises. From 1850 to 1910 the people of the state of New York said that so long as railroads did not earn more than 10 per cent upon their capital actually expended there should be no reduction in fares ordered by the Legislature. During the last two years that law was amended but it was only changed so as to leave the subject of rates to the regulation of the public service commission, who are required by law to give due regard to a reasonable average return upon the value of the property used in the public service and to the necessity of making reservation out of income for public service contingencies. The people by this law still recognize the importance of prosperity. An adequate return on railroad property certainly should be greater than can be secured by a loan on real estate at 6 per cent. The earthquake in San Francisco, the great conflagration in Chicago, the flood in Galveston, all left the security of real estate mortgages unimpaired, but they largely destroyed the street railroads. A real estate mortgage cannot be affected by a great strike such as was only recently the means of a loss of over \$1,000,000 in Philadelphia. In Paris, there was a fire in the subway in which many lives were lost and great expense incurred. In spite of all precautions human liability will result in accidents on railroads. There are no such risks to real estate mortgages, so I say that railroads should not be put on the income basis of real estate mortgages. Other business of which the people do not complain earn much more than 6 per cent. No merchant or manufacturer regards his business as prosperous unless it nets at least 10 per cent.

The average patron of a street railroad would say, if asked, that the company gets five cents a ride. And yet how far that view is from the real return is so well known here that it seems too trite to mention. We know the truth, but the public does not know the truth about average street railroad fares. In 1907, just before the Metropolitan system went into a receivership, the average return per passenger ride was exactly three and two-tenths cents. This was brought about by the extension of the transfers and in spite of the separation of the Third avenue from the Metropolitan so many transfers continued to be used that the average fare per ride remained below three and one half cents on the lines recently acquired by the New York Railways Company. The public does not know these facts. It is our duty therefore to do what we can to bring home to the people the real situation in order that the people may in

the apprehension that some one might

make a profit has so far been a serious obstacle to the solution of the subway situation in New York. And yet I believe that the public is willing that a fair profit be made, provided they, in return, are given the very best transportation for their money. The people pay themselves through a protective tariff to promote business, including a reasonable profit, and they encourage inventions by granting patents which increase the cost. They used to bond their cities, towns and villages for the building of railroads, and as I have already said, for 60 years the people of the state of New York permitted a 10 per cent return upon capital expended to be their statutory test of what they regarded as fair treatment of railroads. The American people are just and generous, and their decisions are sound, once let them hear both sides of a question.

And so you see that I am an optimist after all. I look for better times. And the means of our salvation and redemption are at hand. It may sound strange to some, but I expect the new dispensation to come through the public service commissions of the several states.

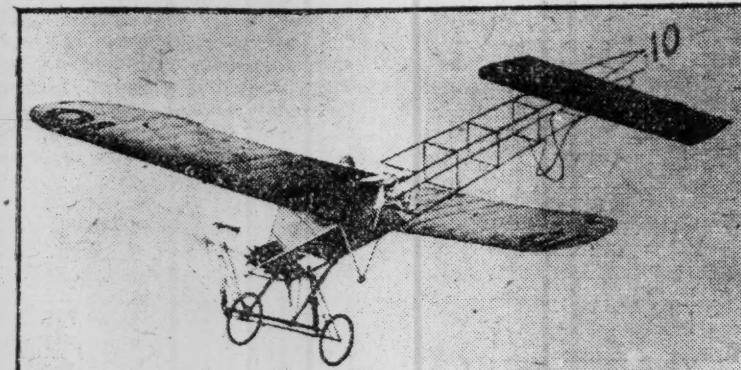
I am a sincere believer in the policy of public regulation and control of public service companies. It may be news to some, but it is a fact that the street railroad companies in New York city never made the slightest effort to oppose the passage of the public service commission law of 1907. On the contrary, we welcomed it as the way to greater prosperity and popularity. Greater popularity because we expected that a fair minded commission, after examining the facts, would not hesitate to advise the public who are trying to serve the other part by transporting them from place to place for hire. Because those engaged in the railroad business are a part of the people and a very large part as to numbers when you count up the employees, the officers, the stockholders and other agents and employees who have to do with the materials and supplies without which the railroads cannot run.

I do not propose to talk about sympathy for the widow and the orphan as holders of railroad stocks and bonds, but I do call attention to the fact that the day has passed when the securities of railroads are closely held. The securities of every company are more and more being held in small blocks by numerous investors of small means. The Pennsylvania Railroad Company alone has 65,000 stockholders. The securities of the companies in New York city



AVIATOR WRITES ON TRAVEL IN THE AIR

Earle L. Ovington, writer of the following article, is in a position to speak authoritatively upon aviation, both from the standpoint of an engineer and that of a practical aviator. During the last flying season he operated a 70-horsepower Bleriot racing monoplane and a 60-horsepower Curtiss biplane. He made the fastest time at the Chicago meet, was the first aviator to fly over the city of Boston, carried the first United States mail in an aeroplane, and was appointed by Postmaster-General Hitchcock "first aerial mail carrier" in the United States. He also won the \$10,000 prize in the tri-state acroplane race held during the Boston meet of 1911.



"I do not believe the present structure of wood, wire and canvas will survive"

By EARLE L. OVINGTON

Licensed aviator, Aero Club de France

IT THERE is any one question which

I am asked more than any other

it is, "What do you think, Mr.

Ovington, is the future of the aero-

plane?" It is a remarkable fact,

but nevertheless true, that every

great invention has been received by the

majority of mankind with incredulity.

Witness the first steamboat, which was

called "Fulton's folly." Stevenson's lo-

comotive, wireless telegraphy, the auto-

mobile, and finally now, the aeroplane.

The average individual seems to be utterly incapable of exercising what Tyn-

dall called "the scientific use of the

imagination."

I am firmly convinced that the aero-

plane has a very brilliant future. I do

not think that the present structure of

wood, wire and canvas will survive. This

construction was adopted primarily for

two reasons. In the first place it gives

a very light structure, and weight has

been an important item in the develop-

ment of the aeroplane up to this point.

Incidentally, wood, wire and canvas have

cheapness to recommend them. In the

second place an aeroplane constructed as

at present is quite readily repaired, and

as smashers were the rule rather than the

exception this is a consideration of im-

portance.

The aeronautic motor is being devel-

oped very rapidly, and soon we shall

have much more powerful motors than

we have at the present day, and at the

same time they will be lighter. This

means that more weight can be put into

the aeroplane itself. So far it has been

necessary, in order to produce a practi-

cal flyer, to make the whole machine just

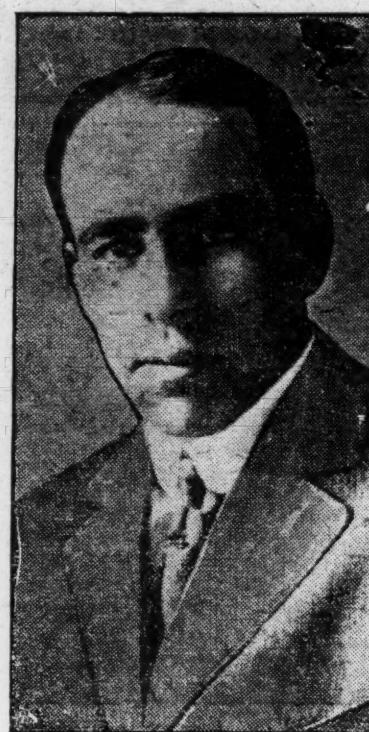
as light as possible.

Smashes in aviation have been fre-

quent largely because of the defective

stability of the machine. We are rapidly

learning, however, the fundamental rules



EARLE L. OVINGTON

occurring, I found that I was falling rapidly towards the earth in the side-slip so well known to monoplane operators. I must have been at an angle of 90 degrees, at least, with the horizon, for I could plainly see below me a boat and lighthouse (I was flying over the sound) and I wondered which I should hit. Looking back upon my experience, an "airhole" must have been under one wing and a "boulder" under the other. I went over to such an extreme angle and so rapidly.

As quick as a flash and instinctively I did the only three things that I could do. I pushed my elevator control forward in order to increase the speed of my machine in a forward and downward direction. I "warped" my lower wing by moving the lateral stability control to the high side of the machine and I pushed my right foot forward in order to throw the vertical rudder in such a position as to turn the machine to the right and increase the speed of my lower wing which happened to be the left one. After what seemed to be a long while the machine righted itself and I was able to continue my flight.

It is obvious that there can be no real commercial future for the aeroplane so long as its operation is as unreliable as it is today. What is needed is a machine constructed so that it will be inherently stable as far as its lateral motion is concerned. When this time comes the aviator will simply have to push backward and forward his elevator control to rise and fall and turn a wheel to the right or the left in order to steer the machine horizontally. If the motor happens to stop he will have to land, to be sure, but with the excellent gliding angle of the modern aeroplane this need not be a difficult process if the aviator flies high. By flying high there is an opportunity to look around for a suitable landing spot on the way down.

I firmly believe that the future aeroplane will be an all-steel machine. As I have said, the construction of wood, wire and canvas must go. It is but temporary at least and has served its purpose.

Furthermore, I believe that the future aeroplane will be one of very high speed. Throw a piece of paper slowly through the breeze created by an electric fan and the paper will be greatly affected. Now scale a heavy piece of cardbord through the same atmospheric disturbance and practically no effect will be produced. In the one case you have the slow-moving aeroplane of great surface, and in the other the rapidly-moving flying machine of comparatively little surface. The former is affected by every adverse wind while the latter cuts its way through "airholes" and "boulders" with equal facility.

To sum up: The future aeroplane will be one having an all-steel construction, a comparatively small surface, a very high speed, and a construction which will render it inherently stable laterally. When this machine makes its appearance, and I believe it will come inside of five years at the most, then, and not until then, will you, as well as I, use the aeroplane as we now use the automobile.

tute for other lights a combination green and red light; rowboats and canoes must carry a small head light.

The word "steam vessel" includes all

craft propelled by machinery, irrespec-

tive of driving power. On the stern of

steam vessels a white light so screened

as to show over an arc of 12 points of

the compass right astern and 6 points

on each quarter must be carried. Sail-

ing vessels under way must carry the

same lights as steam vessels, with the

exception of the white light on the

stern, which they must never carry.

The word "dinghy" does not apply to

any vessel carrying headsails.

You Can Determine

the character of your Brass Plumbing Goods by telling your plumber you want

MUELLER GOODS

(UNCONDITIONALLY GUARANTEED)

Big hotels and office buildings are adopting Mueller Colonial Self-Closing Work, because of its reliability in preventing unnecessary waste.

It is very desirable on hot water pipes in homes. It saves hot water by closing the instant the handle is released. It NEVER forgets.

We make all kinds of Brass Plumbing Goods, test them under 200 pounds hydraulic pressure and stamp them with the name MUELLER.

ASK US ABOUT THEM

H. Mueller Mfg. Co.
DECATUR, ILL.
NEW YORK CITY

FOSTER PATENT
THAT PLUG PREVENTS SLIPPING
NON SLIP CAT'S PAW CUSHION HEEL
FOSTER RUBBER CO.

They Won't Slip
1912 and still growing

There Must Be Some Reason For This Steady Growth

Simply a matter of choice between a heel that slips and one that won't.

It is only natural that people should prefer Cat's Paw Rubber Heels—because the patent ed Friction Plug positively prevents slipping on wet sidewalks or pavements—that means safety.

But that is not all. The Friction Plug resists wear. And the extra quality of rubber affords greater resiliency—meaning not only comfort but economy.

CAT'S PAW

CUSHION RUBBER HEELS

50¢ Attached All Dealers

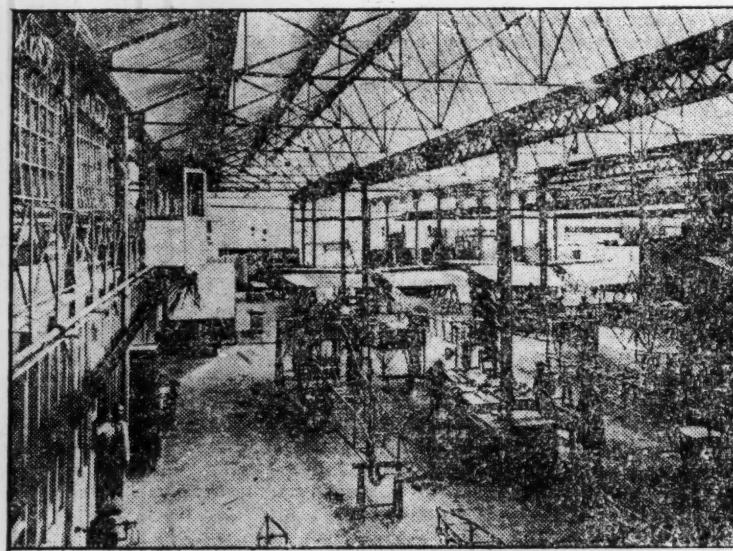
Insist upon Cat's Paw Cushion Rubber Heels of your dealer. The name is easy to remember—and best of all—they cost no more than the ordinary kind.

Free: Send us the name of your shoe dealer and we will send you a Cat's Paw Bangle Pin free.

To The Retail Trade

It pays to give the public what they want. The majority want Cat's Paw Cushion Rubber Heels. Order from your jobber today.

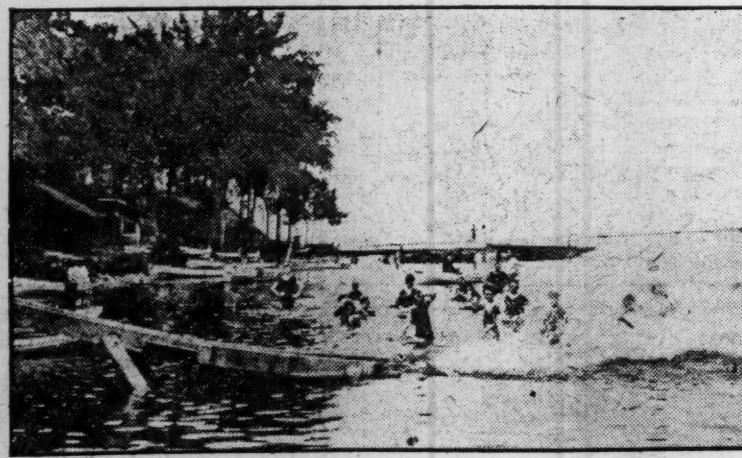
FOSTER RUBBER COMPANY, 105 FEDERAL STREET, BOSTON, MASS.



Bleriot's factory near Paris, showing how far advanced the French are in aeroplane construction

IOWA'S LAKES PATRONIZED

Two Okobojis and Spirit Lake Happily Situated in Midst of Vast Farming Territory



Bathing scene at Spirit lake shows vim with which guests enjoy vacation at Iowa watering place

TRAVELERS crossing Iowa on trans- continental trains get an impression that the state is one unbroken stretch of level farm lands and waving corn fields. To many who have but a passing acquaintance with Iowa it will be news to be told that the state has some lakes that equal those of Minnesota and Wisconsin for picturesqueness and beauty. If the traveler halts at the Okobojis and Spirit lake in the northwestern part of the state he will find that boating and bathing and all the other lake-side sports keep these resorts continuously active as long as the season can be made to last.

West Okoboji is the larger of these lakes and has a shore line of 37 miles, its fringe of woods being broken here and there by shining beaches of sand and gravel. These opportunities for bathing that are enthusiastically pat-

REVISED BOATING RULES IN FORCE ON TORONTO BAY

TORONTO, Ont.—New rules governing boating on Toronto bay this season, as formulated by the harbor commission, are, in brief, as follows: All vessels must carry a green light on the starboard and a red light on the port side; steam vessels must carry, in addition to the above, a bright white light forward; sailing vessels need not have the white light; dinghies may substi-

tute for other lights a combination green and red light; rowboats and canoes must carry a small head light.

The word "steam vessel" includes all craft propelled by machinery, irrespec-

tive of driving power. On the stern of

steam vessels a white light so screened

as to show over an arc of 12 points of

the compass right astern and 6 points

on each quarter must be carried. Sail-

ing vessels under way must carry the

same lights as steam vessels, with the

exception of the white light on the

stern, which they must never carry.

The word "dinghy" does not apply to

any vessel carrying headsails.



W. M. Sutherland Building and Contracting Co., ST. LOUIS, MO.

Some of the Buildings Recently Erected by Us
Second, Third, Fourth Churches, Church of Ascension, Racquet Club, Manches-

ter Bank of St. Louis, First National Bank of St. Charles. Write for information

OUR AUTOMOBILE WILL CALL FOR YOU

And Take You Back Again FREE

When You Want Your Picture Taken

JUST PHONE FOREST 4398
DELMAR 1457

SCHWEIG Art Nouveau Studio
PHOTOGRAPHIC PORTRAITURE

4927 Delmar Bl. ST. LOUIS, MO.

PERUAM & MORSBACH CO., INC.
2120 PRAIRIE AVE., CHICAGO, ILL.
Originators and Manufacturers of



SHIELD THE Lili Ann
ALWAYS READY
TRADE MARK
A Brassiere With Fine Net Sleeves Containing Kleiner's Gem Shields.
Shields guaranteed for three months' continuous wear and wash without removing. Cut on the most perfect lines, the Lili ANN draws the figure into proper contour. Write us if your dealer does not carry the Lili ANN.
Size, 32 to 48. Price \$2.00 and \$3.00.

Carr & Moore

Painting AND Decorating
FINE WALL PAPER
2310 Indiana Ave., Chicago

The Dunklee Garage
—AND—
AUTOMOBILE LIVERY
N. A. DUNKLEE, Prop.
31 S. Main St., Concord, N.H.

Albert B. Groves

ARCHITECT

Stock Exchange Bldg.,

314 N. Fourth St.,

ST. LOUIS, MO.

THE BOOK AND ART SHOP

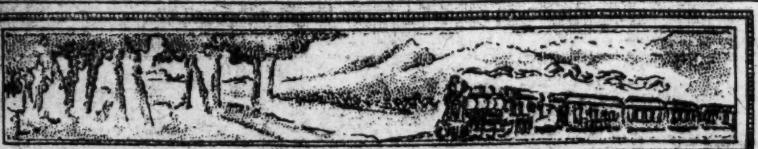
405 JEFFERSON BLDG.,

MILWAUKEE, WIS.

LESSON MARKERS and

QUARTERLY COVERS.

Send for Catalogue



LAKES OF WISCONSIN AND MINNESOTA BIG ATTRACTION IN WEST

Ideal Summer Vacation Land Is Being Developed More and More Each Season as Guests Find Out Charms

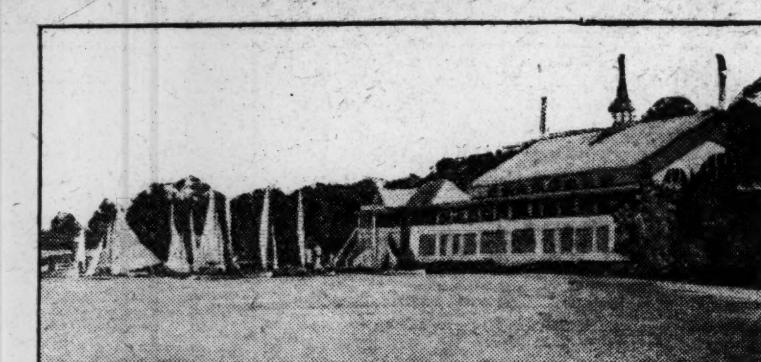
NEAR TO BIG CITIES

NEAR to the big cities of the central West, such as Chicago, Milwaukee, St. Paul and Minneapolis, and possessing all the qualifications that the city dweller demands in a vacation ground, the thousands of lakes of Wisconsin and Minnesota are becoming more and more the objective point of the inland summer traveler. In a brief sketch of the possibilities of this delightful vacation land mention can be made of only a few of the resort centers. Many new ones are being developed and each season brings more guests to the quiet hotels and cottages where nature is to be found at her best.

Residents of Chicago and Milwaukee need no introduction to Oconomowoc, where the socially inclined pleasure seeker finds all the pastimes of resort life. Superb drives wind about the three lakes—La Belle, Fowler and Oconomowoc, and motoring, yachting, golfing, tennis and social functions attract many visitors. There are a score of other lakes within a radius of 10 miles of Oconomowoc.

Winnebago lake, north of Milwaukee, and Butte des Morts, a nearby body

POPULAR INLAND BOATING WATERS



Minnetonka Boat Club quarters and casino at Lake Minnetonka, near Minneapolis, Minnesota's largest resort

of water, are reached from Oshkosh, Wis. The former is a lake more than 30 miles long and about 12 miles wide, giving one of the finest open yacht courses in the country. Steamers from Oshkosh make daily trips to dozens of

cities and resorts on these lakes and on the Fox and Wolf rivers with their hundreds of miles of waterways.

Madison, the capital of Wisconsin, is literally surrounded by its four lakes and boating, fishing and other water

sports are enjoyed by many summer visitors.

The dells of the Wisconsin river continue to attract scores of tourists. They present a striking contrast to the agricultural territory of the West and give the visitor a picturesque steamer trip from Kilbourn, Wis., among the grotesquely carved crags that tower far above the surface of the river.

Then there is Lake Geneva, where the Yerkes' observatory is located, one of the prettiest of Wisconsin's lakes, and largely given up to beautiful summer homes. Lake Como and Delevan lake, near Lake Geneva, are also popular outing places.

Northern Wisconsin is generously supplied with lakes large and small. Their wilderness and close proximity to Chicago have tended to make them popular. Among these might be mentioned Trout, Squirrel, Mercer, Squaw, St. Germain, Spider, Clear, Arbor Vitae, Shishabogama and Big Tomahawk lakes.

Up toward the headwaters of the Mississippi river, beginning near St. Paul and Minneapolis, and extending northward and westward nearly to the limits of the state, lies the interesting lake region of Minnesota. It is said there are 10,000 lakes and that they have an area of 5600 square miles.

A few miles west of Minneapolis lies Lake Minnetonka, the most noted resort of the state. The shore line of nearly 350 miles affords cozy camping spots for hundreds of pleasure seekers from the south and west. This lake is big enough to provide social pleasures and woodland solitude at the same resort.

There are 20 lakes within the city limits of Minneapolis and more than 100 others within a radius of 25 miles. The historic falls of Minnehaha are surrounded by a public park and this park is connected with Lake Harriet, the southernmost chain of seven lakes. The banks of the Mississippi are parked for a distance of four miles up to the campus of the State University of Minnesota, in which the largest herd of buffalo in the world is now confined.

A ten foot steel woven wire fence, 75 miles in length and said to have cost \$1000 a mile surrounds the park, which provides an ideal grazing ground for the herd. The land is rolling and partly wooded and possesses numerous sand dunes, which provide the "wallows" that the buffalo so greatly enjoy. Scattered throughout the park are many fresh water lakes with sandy beaches.

There are now over 1000 buffalo in the herd, which originally numbered 850 head when purchased three years ago in Montana.

HERD OF BUFFALO IN CANADA'S PARK TO DRAW TOURIST

Tourists who travel over the Grand Trunk Pacific route across Canada will be advised by guide book and otherwise to arrange a stop over at Wainwright. Half a mile away from the station they will come across the big 100,000 acre national park, in which the largest herd of buffalo in the world is now confined.

A ten foot steel woven wire fence, 75 miles in length and said to have cost \$1000 a mile surrounds the park, which provides an ideal grazing ground for the herd. The land is rolling and partly wooded and possesses numerous sand dunes, which provide the "wallows" that the buffalo so greatly enjoy. Scattered throughout the park are many fresh water lakes with sandy beaches.

There are now over 1000 buffalo in the herd, which originally numbered 850 head when purchased three years ago in Montana.

INGENUITY IN HOTEL KITCHENS

Average Diner-Out Has Slight Acquaintance With the Important Department From Which Food Comes

GIVEN MUCH CARE

ASTRONOMY as a fine art would fall short of its all-embracing title were it not for the superior service, the inviting surroundings and the general atmosphere of good cheer in evidence where those charged with catering to the public's taste show they understand their business. But there is one phase with which the average diner-out has slight acquaintance—the kitchen. And the department of the large hotel and restaurant on which devolves the task of providing the culinary productions is in reality the most important part of the entire scheme.

To realize the importance that attaches to the kitchen arrangement of large establishment, it is only needed to observe the detailed work preliminary to kitchen installation when a new place is under consideration. The first thought that occurs to the hotel proprietor or restaurateur is where to locate the kitchen equipment; how much space can be obtained for this purpose. This is one of the most difficult problems to be solved by the architect and the kitchen outfitters. The ranges must have so much room, there must be ample provision for the scores of devices that now figure so conspicuously in the great "back of the dining room" expanse; the waiters and cooks and attendants must have elbow room.

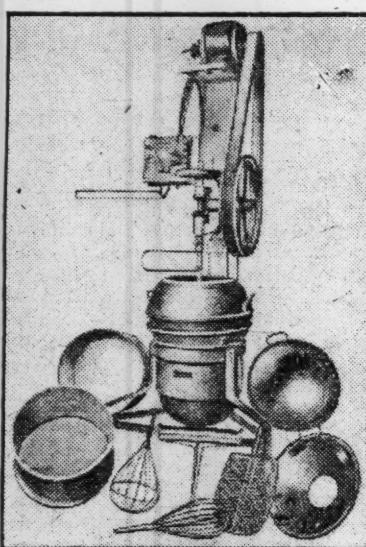
"It is the easiest thing in the world," says B. K. Tice of Boston, who has had 40 years experience in the business of catering and kitchen outfitting, "to spend \$75,000 on the kitchen and its equipment. Of course, that figure has nothing whatever to do with architectural construction, but refers entirely to ranges, ovens, steam tables and the hundred and one appurtenances that are needed to conduct first-class business. When I say that it is easy to expend \$75,000 on a kitchen outfit I do not wish to be understood as meaning that this is the limit. There is now under construction in New York a hotel where the kitchen outlay will run into the six figures. However, I think that the cost I have just quoted is a fair average for any important structure to provide accommodations for 500 rooms.

"Is there anything new in kitchen equipment? Well, there is always something coming along that means to be a time-saver or which aims at providing better service. Here is something that may interest you."

Mr. Tice produced a blueprint of a new kitchen for the Georgian, one of the new restaurants in Boston.

"This place, as you know, was opened only a few months ago. When I told the owner that there was not near enough kitchen space for the business and the increase in business, he simply laughed at me. What has been the result? He has come and asked me to provide for an enlargement. He had to break into an adjoining house to make his necessary provisions and I don't know that with all this additional space he will have room enough in a little while."

When a new hotel kitchen is planned



HOTEL "KITCHEN KING"

Machine designed for hotel kitchens which mashes and creams a bushel of potatoes in four minutes; makes four gallons of mayonnaise dressing in six minutes; whips cream, five quarts in 10 minutes; whips eggs; passes soups, purees, jellies, sauces and fruits through a sieve; sieves flour, meal and sugar—a barrel of flour in four minutes.

It is usual for the chef to take complete charge of purchasing arrangement with the chief steward constituting a natural advisory board. First of all comes the range and oven selection. The "Imperial" ranges of Duparquet, Huot & Moneuse have a French enough sounding firm name, but it may interest Americans to learn that they are made this side of the Atlantic ocean.

"The mold is the thing," he said, "as much so as the quality of the cream. Novelties are wanted. You have scarcely an idea to what extent the fancy baker and confectioner of the large establishment are put to their wits end in order to conjure up something new and interesting."

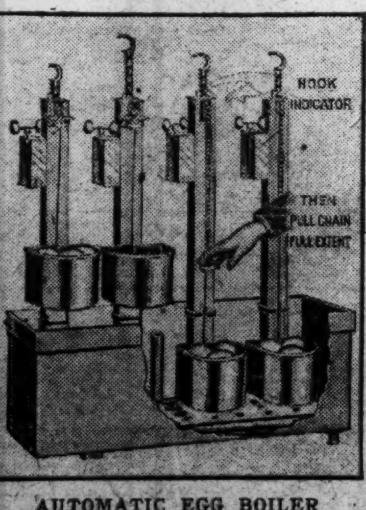
A feature of the large hotel kitchen is the dining room of the kitchen. The place where the employees take their meals is, of course, separate from the kitchen. The far-sighted hotel proprietor knows that it is as important to furnish the people in his employ with proper facilities for eating as it is evident that the better they are cared for the better will be the service to his patrons in the dining rooms.

The dish washer is another modern device that is saving labor in the hotel kitchen. One machine does the work of perhaps a dozen persons—does it quicker and better and relieves these workers of one of the most disagreeable tasks around a hotel.

Because in most instances the enterprising hotel owner or restaurateur of today invites inspection of his kitchen premises, the public has come to learn how much attention is being paid to details. But it is the man who fits up the establishment who has the preliminary secret of what is to be done. In an age of specialization, this kitchen specialist occupies an important position in the trade of taking care of those who of necessity or for convenience sake or pleasure desire to dine out.

SCHOOL ORATORS TO BOOM STATE

MADISON, Wis.—Aiming to have one oration on "Wisconsin Her Agricultural Rank and Development" on the program of every high school commencement in the state this year the state board of immigration sent out to high schools special literature bearing on the theme, with especial reference to conditions in their home counties.



AUTOMATIC EGG BOILER

DEVICES SAVE TIME

bined, the pastry range, and then the ovens in endless variety and combination.

"Of the little things," said Mr. Tice, "perhaps this potato masher is one of the handiest of appliances. But while on the subject of potatoes, this potato peeler also claims attention for all you have to do is to put a peck or so of the tubers in at the top and they come out at the side all peeled and ready for further handling.

Of course, you must know about the egg boiler apparatus. There are a number of devices which facilitate the cooking of eggs, but I think this one is in advance of all. You see, put the egg into this receptacle, set the indicator at the minutes or seconds wanted and instantly, when the time is up, the receptacle with the egg shoots above the surface of the boiling water."

The concern with which Mr. Tice is identified has a list of metal ice cream molds in stock which at present number 617.

"The mold is the thing," he said, "as much so as the quality of the cream. Novelties are wanted. You have scarcely an idea to what extent the fancy baker and confectioner of the large establishment are put to their wits end in order to conjure up something new and interesting."

A feature of the large hotel kitchen is the dining room of the kitchen. The place where the employees take their meals is, of course, separate from the kitchen. The far-sighted hotel proprietor knows that it is as important to furnish the people in his employ with proper facilities for eating as it is evident that the better they are cared for the better will be the service to his patrons in the dining rooms.

The dish washer is another modern device that is saving labor in the hotel kitchen. One machine does the work of perhaps a dozen persons—does it quicker and better and relieves these workers of one of the most disagreeable tasks around a hotel.

Because in most instances the enterprising hotel owner or restaurateur of today invites inspection of his kitchen premises, the public has come to learn how much attention is being paid to details. But it is the man who fits up the establishment who has the preliminary secret of what is to be done. In an age of specialization, this kitchen specialist occupies an important position in the trade of taking care of those who of necessity or for convenience sake or pleasure desire to dine out.

SCHOOL ORATORS TO BOOM STATE

MADISON, Wis.—Aiming to have one oration on "Wisconsin Her Agricultural Rank and Development" on the program of every high school commencement in the state this year the state board of immigration sent out to high schools special literature bearing on the theme, with especial reference to conditions in their home counties.

ANNE ABBOTT

Richmond Ct., BROOKLINE, MASS.

BOHN SANITOR KITCHEN TABLE



makes a DeLuxe Kitchen

This table has a One-Piece Seamless Porcelain Enamelled Pressed Steel Top;

Is wiped clean with a damp cloth, like a china dish;

Fruit acids cannot stain nor hot dishes burn;

Adds amazingly to cleanliness and beauty of kitchen;

First quality birch, natural color, varnished, securely fastened with nickel plated screws, 42 inches long by 28 inches wide, with drawer with 3 compartments.

For sale in Boston by:

Jordan Marsh Co
R. H. White Co

Henry Siegel Co
Smith Brothers

OUR BOOKLET FREE.

WHITE ENAMEL REFRIGERATOR CO
ST. PAUL, MINNESOTA

We Cannot Sell You a Kodak Any Cheaper Than Others

Prices are restricted.
But you might get better treatment.
We are not restricted there.

Bring in or mail us your films and see.
KRAUSS STUDIO AND KODAKERY
4518 EVANSTON AVE., CHICAGO.

MY SPECIALTY:
Furnishing Apartment Buildings
WITH
Gas Ranges, Refrigerators, Etc.

PRIES QUOTED UPON REQUEST
DANIEL E. BRINK, New Number 30 E. Randolph St.
Room 517 Atlas Building
Telephone Randolph 1145
CHICAGO, ILL.

HENRY FUERMANN & SON'S
ARCHITECTURAL AND LANDSCAPE
PHOTOGRAPHERS
1601 Monroe Bldg. 104 Michigan Ave.

Mitchell W. C. Smith & Co.
Cars

Richmond, Va.

Spirella Corset Shop
MRS. CORNELIA MOORE, City Manager

CUSTOM CORSETS

208 No. Fifth St., Richmond, Va.

All work guaranteed.

J. KATZ
LADIES' TAILOR,
208 No. Fifth St., Richmond, Va.



FOR Nemo
SUMMER COMFORT

Nemo
TRIPLE-STRIP

CORSETS
IN

LIGHT WEIGHT FABRICS



Wonderful New Style and Comfort Effects Produced by Nemo Lastikops Cloth and Lastikops Webbing

MUCH of the peculiar comfort of Nemo Corsets is due to the use of these two patented Nemo fabrics—"Lastikops Webbing" and the new "Lastikops Cloth." It always has been desirable to use an elastic substance in certain parts of a corset; but, until the invention of these two semi-elastic Nemo fabrics there was no elastic in existence that could be depended upon to give satisfactory wear. These inventions have placed Nemo Corsets even more clearly in a class alone, secure from competition.

Nemo Corsets of Fine Light Coutil or Cool Batiste for Summer Wear

With Hip-Confining Bands

SELF-REDUCING NO. 319, LOW BUST } \$3.00
SELF-REDUCING NO. 321, MEDIUM }

With New Relief Straps

Self-Reducing No. 403, low bust } \$4.00
Self-Reducing No. 402, medium

With Lastikops Supporting Bands

FOR SLENDER AND MEDIUM FIGURES.
Lastikops Corset No. 330, medium bust } \$3.00
Lastikops Corset No. 331, low bust

Lastikops Corset No. 332, high bust } \$3.00
Lastikops Corset No. 333, girdle top

With "Limshaping" Extensions

Self-Reducing No. 406, low bust } \$4.00
Self-Reducing No. 408, medium

With New Lastikops Bandlet

Self-Reducing No. 523, low bust } \$5.00
Self-Reducing No. 522, medium

With New "Holtite" Straps

FOR SLENDER AND MEDIUM FIGURES.
Lastikops Corset No. 306, low bust } \$3.00
Lastikops Corset No. 308, medium

With New "In-Curve Back"

Self-Reducing No. 508, low bust } \$5.00
Self-Reducing No. 508, medium

With Auto-Massage Device

Self-Reducing No. 353, low bust } \$3.50
Self-Reducing No. 354, medium

Self-Reducing No. 355, high bust

With Lastikops Supporting Bands

FOR SLENDER AND MEDIUM FIGURES.
Lastikops Corset No. 412, of fine white mercerized brocade } \$4.00

GET a full supply of your favorite Nemo Corsets before going on your vacation. Nemos are sold all over the world; but you may get into some remote place where you won't find the exact model or size you want—and you know a Nemo wearer is never quite satisfied with any other corset. Take your Nemo Corsets with you—then you'll be sure of SUMMER CORSET COMFORT. Catalogue on request.

KOPS BROS., Mfrs., NEW YORK.

THE CHRISTIAN SCIENCE MONITOR

BOSTON, MASS., WEDNESDAY, MAY 29, 1912

Section Two

WOMEN OF IRELAND TAKING ACTIVE PART IN CIVIC DISCUSSION

Innumerable Associations, Leagues and Clubs Have Been Started and Are Carried on With Vigor

TRAVEL INCREASING

(Special to the Monitor)

DUBLIN, Ireland—Ireland has always given a free hand to the more enterprising of her daughters, from early times when Saint Patrick is said to have taken counsel with and followed the advice of the saintly Brigid, to the sixteenth century when Granuaile, the famous Grace O'Malley, ruled Connacht, and felt herself to be the equal of Elizabeth of England, down to the present day when women take part, side by side with their brothers, in many of the affairs which conduct to good local government.

Innumerable associations, leagues and clubs for women have been started and carried on with vigor. Girls are educated with wider knowledge and training and better methods are being introduced on a broad basis whereby even the humblest cottage can learn from the regiment of instructresses, who have been sent out by the department of agriculture, to do better cooking, washing, gardening, poultry-keeping, bee-keeping and all the multifarious occupations which combine to bring comfort and improvement to the country home. Numbers of industrial exhibitions have been organized with great success. The entrance of women into these undertakings has been followed by much more interest being shown in them by every one. The revival of lace-making, embroidery and other arts and crafts has lifted many homes into comfort.

A hundred years ago, when Maria Edgeworth lived her life quietly in the county Longford—which was also a very busy one, as she made £11,000 (\$55,000) by her writings—the mothers, wives and daughters of the ordinary country gentleman must have been very stay-at-home. No one could travel, unless riding, except in the cumbersome traveling carriage over very indifferent roads, whereas now, the bicycle ("woman's emancipator" as it has been called) and the motor car and railroad have made neighbors of every one within 40 or 50 miles. This has made it possible for women to meet together to discuss many questions, literary, political and social. Businesslike procedure at these meetings has added to their attainments, and brought out latent abilities. Some exceedingly good speaking has been heard at these assemblies, showing a grasp of the subject under discussion, tactful and forceful way of putting the main points with wit and clearness which has given an added enjoyment to society. Class prejudice has been obliterated very much, and young and old, rich and poor have joined in mutual interest.

Her civic duties have not been overlooked by Irish women. In nearly every county women are now elected poor-law guardians, and in at least three unions—in Wexford, Waterford and Tipperary—a lady has in each case been reelected chairman for several years past. Dublin and Waterford have three women councillors, and for some months last year a woman held the post of town clerk in the west of Ireland.

In the arts and sciences many Irish women have distinguished themselves, among whom can be named at random Lady Gregory, Miss Sarah Purser, Miss Kathleen Shaw, Miss White, LL. D., Miss Emily Lawless.

TEXAS FARMERS TO MEET
FT. WORTH, Tex.—E. W. Kirkpatrick of McKinley, president of the Texas Farmers Congress, has issued preliminary calls for the annual meeting of that organization to be held at the Agricultural and Mechanical College, College Station, Tex., July 30, 31 and Aug. 1.

BRITISH RAILWAY LINES ARE EFFICIENT

BOSTON, MASS., WEDNESDAY, MAY 29, 1912

A Substantial Cottage



Can be furnished
with the
**GUSTAV
STICKLEY
FURNITURE**

— IN —

Most Attractive Designs and Unsurpassed Quality

Linen, Bed Spreads
Curtains, Fabrics
Rugs

Catalogues and Estimates Sent on Request



We Can Supply All You Need for Your
COUNTRY HOUSE OR BUNGALOW

THE CRAFTSMAN COMPANY OF BOSTON
470 BOYLSTON STREET

GUSTAV STICKLEY, the Craftsman.

C. BRYANT, Manager

OLYMPIC

Sails from
NEW YORK

White Star Line
Boston—Queenstown—Liverpool
Arabic, June 4 Arabic, June 15
Cymric, June 18 Cymric, July 16
One class Cabin (II) carried, \$52.50
upward.

From BOSTON To The Mediterranean
Canopic, June 8, 4 P. M.;
Cretic, June 29, 10 A. M.
New York—Queenstown—Liverpool
Adriatic, May 30, Noon (Cretic, June 13
Balte, June 6, Noon (Cretic, June 20
New York—Plymouth—Cherbourg—
Southampton

Majestic, Je. 12 noon (OLYMPIC, Je. 15
Oceanic, Je. 12 noon (Majestic, June 22

LEYLAND LINE
Boston—Liverpool
ONE CLASS CABIN (II) SERVICE
Rate to Liverpool \$50 Upward
Armenian, June 11 A. M.
Californian, June 8; Bohemian, June 15

OFFICE, 84 STATE STREET, BOSTON, Telephone No. 4530 Main.

June 15, 10
JULY 6, JULY 27
AUG. 17, SEPT. 7

American Line

N. Y.—Plymouth—Cherbourg—
Southampton
St. Paul, Je. 1, 9:30 A.M.; St. Louis, Je. 22
Phila., June 8, 9:30 A.M.; New York, Je. 22

Atlantic Transport Line

New York—London Direct

Montreal, June 1, 10:30 A.M.; New York, Je. 15

Ma'paul, Je. 8, 11 A.M.; M'haha, Je. 22

Red Star Line

N. Y.—London—Paris, via Dover—

Zealand, June 1, 10 A.M.; Lapland, Je. 15

Vad'lund, Je. 8, 10 A.M.; Kroon'd, Je. 22

WHITE STAR LINE

Canadian Service

LARGEST STEAMERS FROM CANADA

From Montreal via Quebec to Liverpool

CANADA... June 1, June 29, July 27

MEGANTIC... June 8, July 6, Aug. 3

LAURENTIC... June 22, July 20, Aug. 17

*Only One Class of Cabin (II) Passengers

LEYLAND LINE

Boston—Liverpool

ONE CLASS CABIN (II) SERVICE

Rate to Liverpool \$50 Upward

Armenian, June 11 A. M.

Californian, June 8; Bohemian, June 15

OFFICE, 84 STATE STREET, BOSTON, Telephone No. 4530 Main.

SHORT TRAVEL JOURNEYS FROM NEW YORK CITY

NEW YORK—Occasional travelers, who can get away for only a short vacation each year, are given an opportunity to take a series of special reduced rate tours with fares ranging from \$7.25 to \$43.50 by the New York Central lines this season. The trips may require from two to fifteen days and may be briefly outlined as follows:

Two days will suffice to visit any one of a hundred places—the Adirondacks, Saratoga Springs, Lake George, Thousand Islands, Green mountains, Montreal, and so forth.

Three days will enable an extension of the particular trip selected; for instance, one could visit Saratoga Springs and Lake George, and take the steamer ride through Lake George and Lake Champlain to Plattsburgh and return, within this limit.

Four days would cover a circular tour, embracing a great number of resorts; for example, a trip to the Thousand Islands, down the St. Lawrence to Montreal, returning through Lake Champlain, Lake George, and Saratoga, or return by rail through the Adirondack mountains.

Eight days will take the vacationist through the Thousand Islands, down the St. Lawrence to Montreal, by steamer from Montreal to Quebec, and up the Saguenay river, and back by a different route.

In 15 days a very large amount of ground can be covered and a trip arranged, taking in the leading resorts in New York state, New England and Canada.

COMMERCE BOARD PLANS TRIP PHILADELPHIA—A trade expansion through western Canada to Vancouver and return to this city through the United States is being planned by the Philadelphia Chamber of Commerce. The Philadelphia manufacturers and business men upon the trip, which will be taken not later than Aug. 1, will be enabled to make personal study of the development and rapid growth in western Canada, and western part of the United States, and thus gauge the possibilities for trade between this city and the western and northwestern portion of the North American continent.

Colonial Line 256 WASH. ST. \$2.65 to New York **W.H. EAVES, Passenger Agent**
203 Washington St., Boston, Tel. 3956 Main.

Colonial Line 256 WASH. ST. \$2.65 to New York **W.H. EAVES, Passenger Agent**
203 Washington St., Boston, Tel. 3956 Main.

Colonial Line 256 WASH. ST. \$2.65 to New York **W.H. EAVES, Passenger Agent**
203 Washington St., Boston, Tel. 3956 Main.

Colonial Line 256 WASH. ST. \$2.65 to New York **W.H. EAVES, Passenger Agent**
203 Washington St., Boston, Tel. 3956 Main.

Colonial Line 256 WASH. ST. \$2.65 to New York **W.H. EAVES, Passenger Agent**
203 Washington St., Boston, Tel. 3956 Main.

Colonial Line 256 WASH. ST. \$2.65 to New York **W.H. EAVES, Passenger Agent**
203 Washington St., Boston, Tel. 3956 Main.

Colonial Line 256 WASH. ST. \$2.65 to New York **W.H. EAVES, Passenger Agent**
203 Washington St., Boston, Tel. 3956 Main.

Colonial Line 256 WASH. ST. \$2.65 to New York **W.H. EAVES, Passenger Agent**
203 Washington St., Boston, Tel. 3956 Main.

Colonial Line 256 WASH. ST. \$2.65 to New York **W.H. EAVES, Passenger Agent**
203 Washington St., Boston, Tel. 3956 Main.

Colonial Line 256 WASH. ST. \$2.65 to New York **W.H. EAVES, Passenger Agent**
203 Washington St., Boston, Tel. 3956 Main.

Colonial Line 256 WASH. ST. \$2.65 to New York **W.H. EAVES, Passenger Agent**
203 Washington St., Boston, Tel. 3956 Main.

Colonial Line 256 WASH. ST. \$2.65 to New York **W.H. EAVES, Passenger Agent**
203 Washington St., Boston, Tel. 3956 Main.

Colonial Line 256 WASH. ST. \$2.65 to New York **W.H. EAVES, Passenger Agent**
203 Washington St., Boston, Tel. 3956 Main.

Colonial Line 256 WASH. ST. \$2.65 to New York **W.H. EAVES, Passenger Agent**
203 Washington St., Boston, Tel. 3956 Main.

Colonial Line 256 WASH. ST. \$2.65 to New York **W.H. EAVES, Passenger Agent**
203 Washington St., Boston, Tel. 3956 Main.

Colonial Line 256 WASH. ST. \$2.65 to New York **W.H. EAVES, Passenger Agent**
203 Washington St., Boston, Tel. 3956 Main.

Colonial Line 256 WASH. ST. \$2.65 to New York **W.H. EAVES, Passenger Agent**
203 Washington St., Boston, Tel. 3956 Main.

Colonial Line 256 WASH. ST. \$2.65 to New York **W.H. EAVES, Passenger Agent**
203 Washington St., Boston, Tel. 3956 Main.

Colonial Line 256 WASH. ST. \$2.65 to New York **W.H. EAVES, Passenger Agent**
203 Washington St., Boston, Tel. 3956 Main.

Colonial Line 256 WASH. ST. \$2.65 to New York **W.H. EAVES, Passenger Agent**
203 Washington St., Boston, Tel. 3956 Main.

Colonial Line 256 WASH. ST. \$2.65 to New York **W.H. EAVES, Passenger Agent**
203 Washington St., Boston, Tel. 3956 Main.

Colonial Line 256 WASH. ST. \$2.65 to New York **W.H. EAVES, Passenger Agent**
203 Washington St., Boston, Tel. 3956 Main.

Colonial Line 256 WASH. ST. \$2.65 to New York **W.H. EAVES, Passenger Agent**
203 Washington St., Boston, Tel. 3956 Main.

Colonial Line 256 WASH. ST. \$2.65 to New York **W.H. EAVES, Passenger Agent**
203 Washington St., Boston, Tel. 3956 Main.

Colonial Line 256 WASH. ST. \$2.65 to New York **W.H. EAVES, Passenger Agent**
203 Washington St., Boston, Tel. 3956 Main.

Colonial Line 256 WASH. ST. \$2.65 to New York **W.H. EAVES, Passenger Agent**
203 Washington St., Boston, Tel. 3956 Main.

Colonial Line 256 WASH. ST. \$2.65 to New York **W.H. EAVES, Passenger Agent**
203 Washington St., Boston, Tel. 3956 Main.

Colonial Line 256 WASH. ST. \$2.65 to New York **W.H. EAVES, Passenger Agent**
203 Washington St., Boston, Tel. 3956 Main.

Colonial Line 256 WASH. ST. \$2.65 to New York **W.H. EAVES, Passenger Agent**
203 Washington St., Boston, Tel. 3956 Main.

Colonial Line 256 WASH. ST. \$2.65 to New York **W.H. EAVES, Passenger Agent**
203 Washington St., Boston, Tel. 3956 Main.

Colonial Line 256 WASH. ST. \$2.65 to New York **W.H. EAVES, Passenger Agent**
203 Washington St., Boston, Tel. 3956 Main.

Colonial Line 256 WASH. ST. \$2.65 to New York **W.H. EAVES, Passenger Agent**
203 Washington St., Boston, Tel. 3956 Main.

Colonial Line 256 WASH. ST. \$2.65 to New York **W.H. EAVES, Passenger Agent**
203 Washington St., Boston, Tel. 3956 Main.

Colonial Line 256 WASH. ST. \$2.65 to New York **W.H. EAVES, Passenger Agent**
203 Washington St., Boston, Tel. 3956 Main.

Colonial Line 256 WASH. ST. \$2.65 to New York **W.H. EAVES, Passenger Agent**
203 Washington St., Boston, Tel. 3956 Main.

Colonial Line 256 WASH. ST. \$2.65 to New York **W.H. EAVES, Passenger Agent**
203 Washington St., Boston, Tel. 3956 Main.

Colonial Line 256 WASH. ST. \$2.65 to New York **W.H. EAVES, Passenger Agent**
203 Washington St., Boston, Tel. 3956 Main.

Colonial Line 256 WASH. ST. \$2.65 to New York **W.H. EAVES, Passenger Agent**
203 Washington St., Boston, Tel. 3956 Main.

Colonial Line 256 WASH. ST. \$2.65 to New York **W.H. EAVES, Passenger Agent**
203 Washington St., Boston, Tel. 3956 Main.

Colonial Line 256 WASH. ST. \$2.65 to New York **W.H. EAVES, Passenger Agent**
203 Washington St., Boston, Tel. 3956 Main.

Colonial Line 256 WASH. ST. \$2.65 to New York **W.H. EAVES, Passenger Agent**
203 Washington St., Boston, Tel. 3956 Main.

Colonial Line 256 WASH. ST. \$2.65 to New York **W.H. EAVES, Passenger Agent**
203 Washington St., Boston, Tel. 3956 Main.

Colonial Line 256 WASH. ST. \$2.65 to New York **W.H. EAVES, Passenger Agent**
203 Washington St., Boston, Tel. 3956 Main.

Colonial Line 256 WASH. ST. \$2.65 to New York **W.H. EAVES, Passenger Agent**
203 Washington St., Boston, Tel. 3956 Main.

Colonial Line 256 WASH. ST. \$2.65 to New York **W.H. EAVES, Passenger Agent**
203 Washington St., Boston, Tel. 3956 Main.

Colonial Line 256 WASH. ST. \$2.65 to New York **W.H. EAVES, Passenger Agent**
203 Washington St., Boston, Tel. 3956 Main.

Colonial Line 256 WASH. ST. \$2.65 to New York **W.H. EAVES, Passenger Agent**
203 Washington St., Boston, Tel. 3956 Main.

Colonial Line 256 WASH. ST. \$2.65 to New York **W.H. EAVES, Passenger Agent**
203 Washington St., Boston, Tel. 3956 Main.

Colonial Line 256 WASH. ST. \$2.65 to New York **W.H. EAVES, Passenger Agent**
203 Washington St., Boston, Tel. 3956 Main.

Colonial Line 256 WASH. ST. \$2.65 to New York **W.H. EAVES, Passenger Agent**
203 Washington St., Boston, Tel. 3956 Main.

Colonial Line 256 WASH. ST. \$2.65 to New York **W.H. EAVES, Passenger Agent**
203 Washington St., Boston, Tel. 3956 Main.

Colonial Line 256 WASH. ST. \$2.65 to New York **W.H. EAVES, Passenger Agent**
203 Washington St., Boston, Tel. 3956 Main.

Colonial Line 256

DYKES OF HOLLAND MAKE RICH FARMS

If All the Literature on the Subject Were Carefully Stacked It Would Make a Pretty Large Dyke in Itself

SEAS DRIVEN BACK

(Special to the Monitor)
F ALL the literature respecting the Holland dykes were carefully stacked, it would make a pretty large dyke in itself. Reams of paper have been utilized to describe them. All of Holland's greatest talents have glorified them a little. Poets, musicians, painters, and mythologists, have all done their best to immortalize those majestic breastworks which shield the pretty lowlands and her few millions industrious citizens from the ravages of the North and South (Zuyder) seas. Even the wandering tourist, who flits like a night express, adds his tiny mite of praise to the glory of those mighty fortresses.

Almost every village in the Netherlands has its dyke or its dam, and to its name probably appended the one or the other. For example, we have Amsterdam, Rotterdam, Zaandam, Onderdam, and Overdam. As to dykes, we have Amsteldyke, Sloterdyke, Zijldyke, and Zaandyke, to say nothing of the legendary Spookdyke of which we have heard so much.

Since the middle ages, the Dutch have been busy reclaiming their country from the sea and inner waters. There is a tradition as early as the beginning of the fifteenth century, a hydraulic windmill was set up near Alkmaar, in the northern part of the province of North Holland. Early in the sixteenth, it is probable, reclaiming the polders on a small scale had already begun. In 1600 the Zype, in the northern part of North Holland, was drained. In 1825 the Purmer, the Wormer, the Beemster, polders to the north of Amsterdam, as well as those east of Stavoren, and between Workum and Hindeloopen, were dried up and converted into fertile fields. In 1643, Adriaans Leeghwater published a scheme for draining 1700 acres of an inland sea. Two hundred years later his dream was realized by the aid of steam. Between 1833 and 1877, Holland had increased her dry land area from 8768 to 12,731 square miles, where it stands practically now. It will not be because they are afraid to essay it, but owing to the lack of capital to undertake such a gigantic enterprise.

The Haarlemmer Meer (sea) was a monster which for three centuries devoured land and villages alike, its appetite increasing from year to year, until it threatened the cities of Amsterdam and Leyden themselves. Leeghwater's scheme contemplated the draining of only 17,000 acres by means of wind-mills, to the number of about 150, which was not sufficient. In the next 200 years, a score or more of plans were proposed to check the advances of the Haarlemmer Meer. One of them, Baron van Lynden's, proposed that steam should be used, which was accepted as the only effective means of checking that ever swelling body of water.

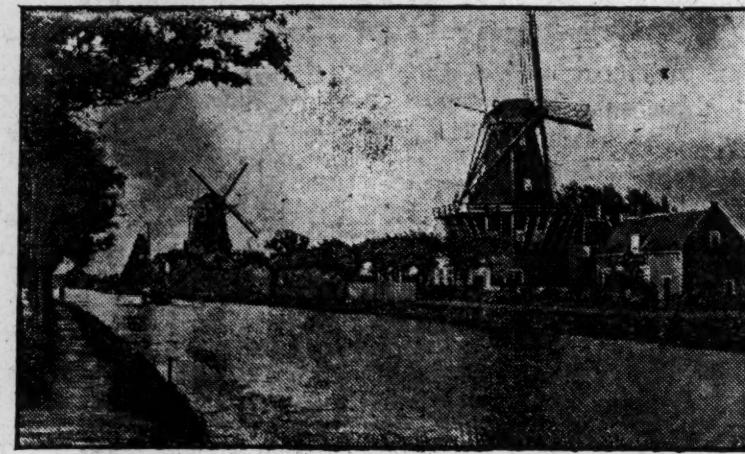
It was estimated at that time that the Haarlemmer Meer under normal conditions extended over fully 45,000 acres, and the annual cost of keeping it within its bounds amounted to more than the cost of equipping a large herring fleet. The water to be drained was about 800,000,000 tons, with another million or more to come from rainfall and infiltration. To lift that body of water from an inland lake and send it to the sea by means of canals elevated above the drained polder itself was an undertaking indeed. But it was accomplished, and the Haarlemmer Meer is no more.

Except for the magnitude of the undertaking, however, there is nothing exceptional in the methods of operation. A canal was dug encircling the lake, and the excavated earth helped to build the encircling dyke on the inner side.

Earthen dams plugged up the inlets. Engines were planted at different places on the dykes. The pumping began in May, 1852, and in July, 1852, the lake was dry, as the official records show.

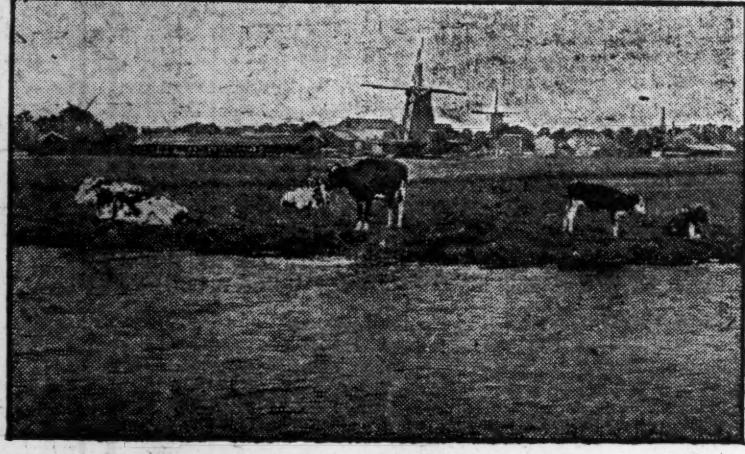
These, of course, are the dykes which shield the country from the inland waters, but the problem of keeping the North and South seas off is still another story. It consists chiefly of building large fortlike defenses to protect the flat lands from overflow. Sand dunes, raised up by the sea itself, form a semi-defense, naturally, while these dykes serve as reinforcements in weaker and unprotected stretches along the coast lines. These sand dunes, apparently piled up by means of the constant movement of the waves, are stacked with brush and loaded down with stones and wire hangers. This solidifies them, and by planting them with shrubbery causes them to catch and hold other sand which the sea rolls up. Wherever the dune is weak, or in patches which do not drift, the dyke is pressed into service. Some of these sand dunes have grown into huge mountains.

It is a condition, of course, which has made agriculture in the Netherlands a most difficult pursuit. But as hardships usually develop individuals, so too do they affect nations and races. The Dutch people have had to live behind their dykes, much as the ancients lived behind their city walls. The eternal problem of too much water has perplexed them



(Copyright by Spooner & Co.)

A Dutch farm—Windmills were the earliest power by which water was pumped over the dykes



(Copyright by Spooner & Co.)

Scene along Dutch canal—Total number of cattle in kingdom is estimated at nearly 2,000,000

infinitely more than anything else. There has been a problem of keeping both their land and themselves dry. Their territory is small. It is the natural seaport for all the Rhine waters, that artery of German commerce. The sea has crowded them on the one hand and of Europe on the other. They have had to fight always against the elements of the sea, and frequently also against their foreign neighbors.

These conditions have made of the Hollanders a race of fighters, rough and ready characters of the old world. It has made them independent and slightly exclusive as regards their dealings with foreigners. Circumstances have made them feel at all times that neither man, foreign born, nor nature is friendly to them. This has naturally had its effect upon the character and institutions of the Holland people. Family life is exceptionally well developed, indeed, a well defined public spirit is lacking, unless it affects the integrity of the kingdom itself. However, the industrial and social structures of the Netherlands are built on a solid foundation in spite of the marshy character of the ground which supports them. Their enterprises are for the most part successful, and it is astonishing to learn how many hundreds of millions of dollars the thrifty Dutchmen hold in foreign securities. When the world wants money it goes to London, Paris or Amsterdam.

Cooperative Farming Is Taking Root Deeply

One of the most important features of the agricultural industry in Holland in the last decade, is the tendency toward cooperation. Until about 1900 there was comparatively little local organization, most of the organizations up to that time being either national or provincial. In the last 10 years, however, hundreds of rural societies, of a cooperative character with great diversity of purposes, have been formed. Denmark always excepted, there is probably not another country in the world where cooperation has taken such root as in the Netherlands.

Earlier agricultural organizations were concentrated largely at the seats of the provinces or at the national capital. They dealt with problems of a national character, theoretical, abstract matters, and ignored the more vital issues of practical farm life. The newer organizations, on the other hand, aim at administering to the local needs; such as cooperative buying, credits, insurance, education, amusement, and general social uplift.

The rural organizations in their first stages contemplated only cooperative buying, but in the last few years they have gradually approached a state of mutual cooperation, in so far as practicable. Whereas they formerly cooperated in the purchase of fertilizers, feed, and seeds, they now cooperate in bettering social conditions generally for both the members and their families, assisting financially those in more limited circumstances.

In connection with many organizations there are numerous societies for special purposes. The experimental branch of work belongs to this class; such as private cooperative stations where cheese, butter, fertilizers, cattle breeding, farm administration, household economics and a great variety of other subjects are treated advantageously.

The quantity of goods purchased by such organizations in 1904 was \$4,776,162 as compared to \$7,472,910 in 1907, an average increase in that kind of buying

of 57 per cent in three years. It is claimed that supplies purchased in bulk can be obtained more economically in a better quality. The trade of one of these organizations is a valuable consideration which stands the members in hand in making their cooperative purchases. In the last decade the increase in the yield of agricultural products in the Netherlands has been about 75 per cent, much of which authorities state should be credited to the cooperative system.

Hollanders Now Adopting Intensive Agriculture

Agriculture has, of course, always been a leading industry in Holland, but intensive agriculture is of a later period. It was formerly done on a large scale, by gentlemen, who neither knew nor cared to learn of new methods. Until recent years the farmer of Holland kept himself aloof from all other industrial classes and spurned every proposal of change or improvement in agriculture, apparently in the belief that nothing new was superior to his own method or was worth trying.

But the development of agriculture on a scientific basis in other countries, coupled with local circumstances, finally changed the attitude of the Dutch farmer. He began to adopt new methods, from necessity. About that time also the government took an interest in the subject, and conducted an investigation with the result that agricultural schools and experiment stations were established, scientific methods of farming were generally adopted and conservation projects carried out, while transportation facilities were improved and increased.

The use of fertilizers has also done much for increased yields in Dutch agriculture. The old method of stable fertilizers has been practically abandoned, except in the bulb-growing districts. In the present system chemical products are chiefly employed. Their use, indeed, caused a remarkable transformation. Land which once produced sparsely now yields abundant crops. Much of this chemical product is imported, but a considerable quantity is also manufactured in local super-phosphate factories.

One remarkable feature of recent agriculture in Holland is the substitution of the small farm for the large one. There has been a great multiplication of dairy farms here, which by their ready consumption of grain and fodder are valuable customers of other farmers. The increase of vegetable products is another result of intensive farming. These are found to be especially profitable in sandy soil, some of which, without scientific fertilizing, would be almost worthless. Large farms are still practicable in some of the clay soil districts, but even there the cultivation is concentrated and intensive, the products of those sections being chiefly grain, potatoes, sugar-beet and other vegetables.

The present farming method is profitable for either owner or renter, but the system has been put on such a basis as to insure the renter of his profits much the same as any business man. It is also a noteworthy fact that a majority of the Dutch farmers are now renters. The proportion of renters to owners in the whole country is given as 57 and 43 respectively. The proportion, however, varies greatly in the different provinces. For instance, in Groningen 75 per cent of the soil is cultivated by the owners, whereas in Friesland 65 per cent is tilled by renters. These variations result from historical circumstances or character of the soil.

The percentage of renters has been on

the increase for several years. The explanation given is that intensive farming requires more working capital than the old methods, and that the owner, with the land in his possession which by renting insures him a fixed income at all times without risks is averse to any risk, and prefers to take the high rent assured him by letting his land. In other words, he prefers to have the man with borrowed capital take the risk of intensive farming. This condition has led to increased attention on the part of the government to insure success to the renter.

The Netherlands has always been famous for its fine cattle probably primarily due to its soil and the resultant herbage, and perhaps in a measure to its climate. Cattle abound especially in the rich lowlands of Friesland, Utrecht, and North and South Holland, where they are pastured the greater part of the year. The present number of cattle in the kingdom is estimated at nearly 2,000,000 more than half of which are milk cows. They are tenderly cared for, being clothed in blankets in damp or cold weather in the pastures, or shaded during the heat of summer. As a matter of course, milk is good, plentiful and cheap (four cents a quart at retail), and is a universal beverage in Holland. The latest statistics give the total annual butter product as 143,000,000 pounds; that of cheese 176,000,000. Of the butter one-third is made on farms, the rest in factories. Friesland is the great butter province. North Holland is predominant in cheese, thence coming the famous Edam and other brands.

Notwithstanding its dense population, this country supplies much more of this kind of product than it consumes. To create and maintain an export trade in the surplus, by meeting the requirements of other countries, the government pure food regulations are growing constantly more strict. This is notably the case regarding the inspection of cows from which butter and cheese originate, and the marking and stamping of butter and cheese. For instance, in the marking of cheese there must be a certain percentage of purity attained before the government stamp can be inserted upon it. The latest rules in this respect are so stringent as to meet all conceivable requirements of foreign countries and to make it practically impossible for a pound of defective butter or cheese to be exported.

While the export of vegetables and dairy products is very great, the import is a negligible quantity, consisting of certain exceptional kinds only.

Comparatively little foreign meat is consumed here; the home supply generally suffices. Flour and wheat necessarily form a large import item; but on the whole, the exports of food products are very little if any below the imports in value.

The average size of farms in Holland is about 40 acres, on which are pastured 14 to 16 cows, of from 2 to 6 years of age; four yearling heifers; four young calves; 12 to 16 sheep, and as many lambs; one horse; and several hogs for fattening purposes.

The cost of keeping a cow for dairy purposes is about \$60, including, of course, interest on the value of the cow, her care, and the help in milking, etc., the amount realized from the same cow for the same period being about \$80, showing a profit of \$20 per year on one cow.

The average prices obtained by dairymen for butter and cheese are 30 and 10 cents per pound respectively. The average value of the land on such a farm is \$400

per acre and rents at from \$20 to \$25 per acre.

Along with this 40-acre farm idea in

Holland, on a thoroughly business basis, the education of children in agricultural schools has played an important part.

The boys are taught at national, provincial, and private schools, while of recent years, schools especially intended for future wives of farmer lads have been established in various sections. In these latter schools, the girls are taught house economics, administration, etc., besides being given instruction in the care of calves, pigs, chickens, butter-making, cheese-making, and various other farmer-wife's practical duties.

It is also aimed at excluding from such schools all such surroundings as would influence the students city-ward. The objection to sending farmer's daughters off to school where they learn city manners is thus overcome.

Much is being done in this line of work. Indeed, it has come to the writer on the very best authority that more results are forthcoming from these so-called practical schools than from the advanced theoretical institutions. It is claimed that too much theory in agriculture is demoralizing financially, and that the real hope of successful scientific farming is in the students of the practical schools.

While the export of vegetables and dairy products is very great, the import is a negligible quantity, consisting of certain exceptional kinds only.

Comparatively little foreign meat is consumed here; the home supply generally suffices. Flour and wheat necessarily form a large import item; but on the whole, the exports of food products are very little if any below the imports in value.

The average size of farms in Holland is about 40 acres, on which are pastured 14 to 16 cows, of from 2 to 6 years of age; four yearling heifers; four young calves; 12 to 16 sheep, and as many lambs; one horse; and several hogs for fattening purposes.

The cost of keeping a cow for dairy purposes is about \$60, including, of course, interest on the value of the cow, her care, and the help in milking, etc., the amount realized from the same cow for the same period being about \$80, showing a profit of \$20 per year on one cow.

The average prices obtained by dairymen for butter and cheese are 30 and 10 cents per pound respectively. The average value of the land on such a farm is \$400

per acre and rents at from \$20 to \$25 per acre.

Along with this 40-acre farm idea in

Holland, on a thoroughly business basis, the education of children in agricultural schools has played an important part.

The boys are taught at national, provincial, and private schools, while of recent years, schools especially intended for

future wives of farmer lads have been established in various sections. In these latter schools, the girls are taught house economics, administration, etc., besides being given instruction in the care of calves, pigs, chickens, butter-making, cheese-making, and various other farmer-wife's practical duties.

It is also aimed at excluding from such schools all such surroundings as would influence the students city-ward. The objection to sending farmer's daughters off to school where they learn city manners is thus overcome.

Much is being done in this line of work.

The average size of farms in Holland is about 40 acres, on which are pastured 14 to 16 cows, of from 2 to 6 years of age; four yearling heifers; four young calves; 12 to 16 sheep, and as many lambs; one horse; and several hogs for fattening purposes.

The cost of keeping a cow for dairy purposes is about \$60, including, of course, interest on the value of the cow, her care, and the help in milking, etc., the amount realized from the same cow for the same period being about \$80, showing a profit of \$20 per year on one cow.

The average prices obtained by dairymen for butter and cheese are 30 and 10 cents per pound respectively. The average value of the land on such a farm is \$400

per acre and rents at from \$20 to \$25 per acre.

Along with this 40-acre farm idea in

Holland, on a thoroughly business basis, the education of children in agricultural schools has played an important part.

The boys are taught at national, provincial, and private schools, while of recent years, schools especially intended for

future wives of farmer lads have been established in various sections. In these latter schools, the girls are taught house economics, administration, etc., besides being given instruction in the care of calves, pigs, chickens, butter-making, cheese-making, and various other farmer-wife's practical duties.

It is also aimed at excluding from such schools all such surroundings as would influence the students city-ward. The objection to sending farmer's daughters off to school where they learn city manners is thus overcome.

Much is being done in this line of work.

The average size of farms in Holland is about 40 acres, on which are pastured 14 to 16 cows, of from 2 to 6 years of age; four yearling heifers; four young calves; 12 to 16 sheep, and as many lambs; one horse; and several hogs for fattening purposes.

The cost of keeping a cow for dairy purposes is about \$60, including, of course, interest on the value of the cow, her care, and the help in milking, etc., the amount realized from the same cow for the same period being about \$80, showing a profit of \$20 per year on one cow.

The average prices obtained by dairymen for butter and cheese are 30 and 10 cents per pound respectively. The average value of the land on such a farm is \$400

per acre and rents at from \$20 to \$25 per acre.

Along with this 40-acre farm idea in

Holland, on a thoroughly business basis, the education of children in agricultural schools has played an important part.

The boys are taught at national, provincial, and private schools, while of recent years, schools especially intended for

future wives of farmer lads have been established in various sections. In these latter schools, the girls are taught house economics, administration, etc., besides being given instruction in the care of calves, pigs, chickens, butter-making, cheese-making, and various other farmer-wife's practical duties.

It is also aimed at excluding from such schools all such surroundings as would influence the students city-ward. The objection to sending farmer's daughters off to school where they learn city manners is thus overcome.

Much is being done in this line of work.

The average size of farms in Holland is about 40 acres, on which are pastured 14 to 16 cows, of from 2 to 6 years of age; four yearling heifers; four young calves; 12 to 16 sheep, and as many lambs; one horse; and several hogs for fattening purposes.

The cost of keeping a cow for dairy purposes is about \$60, including, of course, interest on the value of the cow, her care, and the help in milking, etc., the amount realized from the same cow for the same period being about \$80, showing a profit of \$20 per year on one cow.

The average prices obtained by dairymen for butter and cheese are 30 and 10 cents per pound respectively. The average value of the land on such a farm is \$4

Builders, Decorators and Furnishers of Boston's Newest Hotel



"The Best in Bedding"

WHERE "the best in bedding" is demanded you are sure to find the O. D. Baker Bedding, that is why Boston's best hotels are equipped with the Baker Bedding.

THE NEW COPEL-PLAZA HOTEL of Boston is one of the latest hotels to recognize this fact by using the "Baker Bedding."

O. D. BAKER & CO.

19 to 25 SUDSBURY ST., BOSTON, MASS.

521 TO 525 WEST 45TH ST., NEW YORK CITY

ELIE J. MONEUSE, President.

GEO. P. AHNER, Vice-President.

LOUIS H. HUOT, Treasurer.

New York, Boston, Washington

Duparquet, Huot & Moneuse Co.

MANUFACTURERS OF

Imperial French Ranges
High Grade Cooking Apparatus

Also General Kitchen Outfitters

B. K. TICE, Manager N. E. States.
Telephones Richmond 246 and 247.

90 NORTH STREET, BOSTON, MASS.

Mitchell Woodbury Co.
CHINA GLASS SILVER

We are furnishing the entire equipment of China and Glassware for the

COPEL-PLAZA HOTEL

This means that we can supply either your hotel or private table with equal satisfaction.

150 PATTERNS OF DINNERWARE FROM WHICH TO MAKE A SELECTION.

Telephone Mass. 4800
Branch Exchange

556-560 Atlantic Ave.,
Cor. Congress St., Boston

Hotel Specialties

Stationery — Booklets

— Menus

GEO. E. DAMON CO.

7 PEMBERTON SQ., BOSTON

Tel. 687 Haymarket

W. A. MURTFELDT

Tile, Slate and Metal

ROOFING

Skylights, Gutters, Ventilators,

Granolithic Walks, Waterproofing

161 DEVONSHIRE STREET

BOSTON, MASS.



GEO. A. FULLER & CO.

EXTERIOR of Copley-Plaza Hotel, erected by the Copley Square Trust, and will cost approximately three million dollars. Work was begun early in January, 1911. The building, although only seven stories high, will occupy 55,000 square feet, and will measure 4,000,000 cubic feet. It is set on piles driven 70 feet to bed rock. The hotel is designed by H. J. Hardenbergh, and built by the George A. Fuller Company. It is furnished and equipped in most thorough and up-to-date manner. The elevators are of special design and constructed for the hotel by the A. B. See Elevator Company. It is expected the hotel will be ready for occupancy before September first.

Chamberlin Metal Weather Strip Co.

OFFICES IN ALL LARGE CITIES. SALESMEN EVERYWHERE

GENERAL OFFICES, DETROIT, MICH.

BOSTON OFFICE, 53 STATE ST.

SEVEN MILLION WINDOWS EQUIPPED

SEND FOR CATALOG "C"

Read the Christian Science Monitor daily.

THE IDEAL NEWSPAPER
FOR THE IDEAL HOME

At all Newsstands.

George A. Fuller Company

General Contractors

Board of Trade Building
BOSTON

THROUGH THE YANGTZE GORGES

River Scenery of China Impressive—No Sign of Life Seen at Times Except an Eagle Soaring Away to His Eyrie

(Special to the Monitor)

HE sail from Hankow to Ichang occupies about three days and the scenery is very much the same as that of the lower Yangtze. There are the usual villages straggling along the shore; amongst them Tai-ping a name associated with the first uprising against the Manchus in the middle of the last century; and Kiu-Kiang, each with a tall, slender pagoda; Shazi, also, a town of 80,000 inhabitants. The Tiger Teeth gorge has nothing striking about it except its name, and its banks, approaching within less than half a mile of each other. Ten miles further up a high hill comes into view, graphically called Pyramid hill, the beginning of the mountainous range about to be penetrated.

Directly opposite, on the north side of the river, is Ichang, the fourth treaty port since leaving Shanghai, standing at the entrance of the Yangtze gorges. A British gunboat was lying at anchor here, as well as a number of native junks, and conspicuous among them was the quodsu (house boat) which had been arranged for, before the travelers left Shanghai, their nationality indicated by a large union jack. Courtesies were exchanged with the gunboat, and certain formalities fulfilled through the British consul,



(Specially drawn for the Monitor)
NIUKAN GORGE AND HOUSEBOAT
ON UPPER YANGTZE

whilst the tender green of early spring lies lightly on the hillsides.

At one place the walls are perpendicular, and terminate in a group of pinnacles named the Cathedral rocks; but by far the most striking feature of this gorge is a natural monument called the "Pillar of Heaven," a stupendous spire standing out from the cliff behind, and rising to the height of 1800 feet. One has to lay the head far back while passing it in order to see the summit.

Towards nightfall the end of this water valley is reached, the hills recede on both sides, and a suitable mooring place is found on the bank. The house-boat, amidships, is divided into four compartments, all most comfortably equipped, the front one serving as a saloon, and at night, to hold a camp-bed, the others being reserved for the ladies. The lao-ta (captain) and his wife live in a small house over the stern; and the 20 boatmen, or trackers, eat their rice on the forecastle, and sleep under bamboo mats laid over poles and lighted within by the feeble flicker of a lantern.

The start was made at an early hour next morning, the trackers towing the boat at a good pace along the bank and singing their native songs the while, till about noon, when the Niukan gorge was entered. Shortly afterwards, however, the wind veered round contrariwise, and to go on was impossible; so a landing was made and ample time afforded to take a drawing of this, the grandest of all the gorges.

Once more afloat, the quodsu proceeded under sail through a channel narrow and winding, which the river, in the course of ages, has carved for itself through the rock, the walls on each side rising sheer out of the water to a great height and the clear green current thus confined flowing deep and strong.

The silence was impressive. No sign of life was here; except that, at times, an eagle might be descried, soaring away to his eyrie. When the end of the gorge drew near the shadows lengthened and the cliffs stood out darkly against the rising moon, the ravine below steeped in mystery.

EXPLORING AMERICA

The interior of lower California is possibly less well known from a geographical and geological point of view than any other region of equal area in North America, but the Mexican government recently equipped four exploring parties, each comprising two geologists, to explore the dangers of the Yangtze, or a cluster of gabled dwelling houses nestling on a grassy bank, with plum or apricot trees in full flower; Indianapolis News.

BOSTON MANAGER
IS PLANNING NEW
SUBURBAN HOTEL



E. R. GRABOW

E. R. Grabow, proprietor of the new Ocean house, Swampscott, Mass., and operating as well the Tuilleries and Empire in Boston, the Titchfield in Port Antonio, Jamaica, and the Myrtle Bank in Kingston, Jamaica, is one of the hotel men of this country who makes his chosen work of catering to the welfare of the public a profession that is honorable and ideal, for the successful hotel man of today frequently comes in contact with the world's greatest people and at times in matters of grave importance. He it is who arranges for meetings, banquets and functions of different kinds which take on at times an international character and require the utmost diplomacy and tact with an acute sense of the proper fitness of things which go to make such affairs a success they are intended to be.

The success of Mr. Grabow is a subject of much congratulation from his friends and business associates and this success has spurred him on to greater effort, not blindly plunging into speculative propositions but carefully taking advantage of opportunities which present themselves. Just now he has in con-

WHAT TO WEAR ON CALIFORNIA TRIP

Question Often Asked by Those Going to Pacific Coast Considered in Special Article by Ernest N. Smith of Hale Bros. (Inc.)

H

ERE is a question often asked by women who plan to visit the coast and California, a question that will surely be asked thousands of times between now and 1915 by people all over the world who are looking forward to visiting the world's greatest international fair at San Francisco.

For a complete answer as to what to wear the easiest thing to say is "Bring almost everything that suits your fancy—you'll have an opportunity to wear it"—a delightful piece of advice to the woman who loves lots of good clothes and the opportunity to show them, and a satisfying thing for the woman who travels light yet who wants to feel that she is wearing the proper apparel.

It's hard to give direct advice as to what to wear in California, as hard as for a Westerner to ask "What shall I wear on the Atlantic coast?" and get a satisfactory answer. And for this reason: Run your finger along an imaginary extension of the northern border line of California and you run across Wyoming, central Nebraska, Iowa, northern Illinois, New York and northern Connecticut. Trace from the southern boundary the

same way and you cross New Mexico, central Texas, southern Arkansas, central Mississippi, Alabama and Georgia. You will find as much difference in the climate in that extent of territory on the Atlantic coast as on the Pacific coast.

But the climate might be said to vary vertically even more than geographically, which marks the difference in eastern and western seasons, if one takes the varieties to be found between the white-capped summit of Mt. Shasta, 13,000 feet high, and the parched dryness of the deserts—parts of which are considerably below the sea level.

While you won't find the heat of the East on the Pacific coast, nor the blizzards of the Atlantic, you can, during your visit to the western coast find comfortable use during any one season for cotton dresses and furs, summer hats and warm hoods, silken frocks and heavy wraps, slippers and high warm shoes.

Visit the southern part of the coast any time and you would probably be comfortable without wraps; visit the great central valleys of the state and you would find similar conditions much of the year round. Summer resorts from San Francisco south are gay with the lighter garments much of the year, but in San Francisco proper, while there are few extremes the year round as a general rule, no matter what the weather is in the daytime, it is almost invariably cool in the evening, necessitating a wrap.

The climate of San Francisco is perhaps more than passing interest because that city will be the mecca of coast travelers for years to come. Wherever one strikes the coast a visit to the "Exposition City" will be in order before the coast is left behind.

San Francisco, in the summer time, by the workings of nature is cooled by the trade winds pouring over it into the valleys beyond—in the winter the city temperature is less because of the warm valley winds sweeping over it as they are being drawn out to sea by the customary seasonal changes. It is a pleasant phenomena doing much to maintain an equable climate.

So the question of what to wear and why in the West must be specialized according to the districts visited, therefore

clothes according to your geographical location—if you are going to buy your things on the coast—and it is almost nothing an axiom to state that the safest way is to buy many of the things you want in the place you are going to visit, especially if your visit is prolonged.

But above all things bear in mind that in the summer time nowhere along the coast will you find any long continued periods of heat to drive people to the root tops, the parks and beaches; also remember that blizzards are known in the winter and that a sharp frost is generally followed by surprised newspaper comment. San Francisco itself is one of the very few cities in the world where it is surprisingly cool in summer and surprisingly warm in winter—considering its location.

Coast stores therefore carry goods the year round for a "cosmopolitan" climate, and as most of the large establishments maintain New York and European offices you will see the same things on display in San Francisco and other coast cities that you would expect to find in the large eastern or European centers.

The question answered of "What to wear in California and why" might well be followed with the statement: The things you need and want on the coast can be found in coast stores—the most particular taste gratified or the most exacting on open purse satisfied.

And San Francisco, "the city loved round the world," will keep open house for the world in 1915.

CHICAGO MAY GET HARBOR GRANT

CHICAGO—Mayor Harrison, says the Tribune, was pleased when informed Congress probably would grant an appropriation of \$350,000 for the construction of a breakwater for Chicago's harbor.

"That is satisfactory to us," the mayor said, "and we are satisfied to have the appropriation contingent upon the city doing work on the pier plan. We would not want a breakwater unless something is done."

The amount mentioned will be recommended by the Senate committee on rivers and harbors.



ECONOMICAL TOURS ON THE CONTINENT

(Special to the Monitor)

London—The Polytechnic Touring Association like so many "big things" gradually developed out of very small beginnings. In 1872 Quinton Hogg, an account of whose splendid work in this connection recently appeared in The Christian Science Monitor, founded what is known today as the London Polytechnic, and which is at once the largest educational institution in the country, the greatest social club for young men and young women, and also one of the most important undenominational religious agencies in London.

In founding what has now developed into such a vast undertaking Mr. Hogg commenced by gathering a few lads together, endeavoring to instill into them some of the same loving and devoted spirit by which he himself was animated, thus making them in a sense missionaries to their fellows and companions in their workshops and offices. After a few years of patient work he had gathered round him some hundreds, to many of whom he was more than a father, helping them in their various struggles, and entering with an inspiring whole-heartedness into their work and play. Being greatly encouraged in the work, he took advantage of the old Polytechnic in Regent street being then (1882) in the market. He purchased and fitted it for its present purposes, expending in all upon the work some £150,000. The success of this new effort was immediate and spontaneous; some 3000 young men were added to the roll during the first week, and then onward from year to year, the work grew in numbers and importance.

Holiday Tours Since 1888

In 1888 the idea occurred of affording object lessons in physical geography and a fund was started by about 70 students for whom arrangements were made which enabled them to spend their vacation in Switzerland. The educational value of such a holiday was specially eulogized by Lord Playfair and Mr. Mundella, two of the greatest educational experts of the day, and was also highly commended by the press. As a result the following year several parties were formed. The arrangements were in 1894 opened to the public, and like other sections of the Polytechnic work success has followed the effort to such an extent that now over 13,000 persons of all ranks of society annually take part in one or other of the continental tours.

It was with the object of learning some further particulars of this wonderful work, especially in regard to the Touring Association, that the representative of The Christian Science Monitor called on Robert Mitchell, the able and deservedly popular director of education of the Polytechnic, at their palatial new premises recently erected in Regent street at a cost of £105,000, and which cover three acres of ground.

After being courteously received in the marble entrance hall by one of the officials, The Christian Science Monitor representative was conducted to Mr. Mitchell's room, which overlooks the ceaseless bustle and stir of Regent street. The kindly director of education was busy as usual, but glad to be of service to the paper to which he said he was no stranger and adding that he always read it with interest when it came his way. With this kindly reference to The Christian Science Monitor he plunged right into the subject in hand. "Yes, we have many friends who come over and visit us at Lucerne and elsewhere from the states and colonies, as well as our steady flow from this country. Indeed we specially study their comfort and convenience, and are always glad to see them.

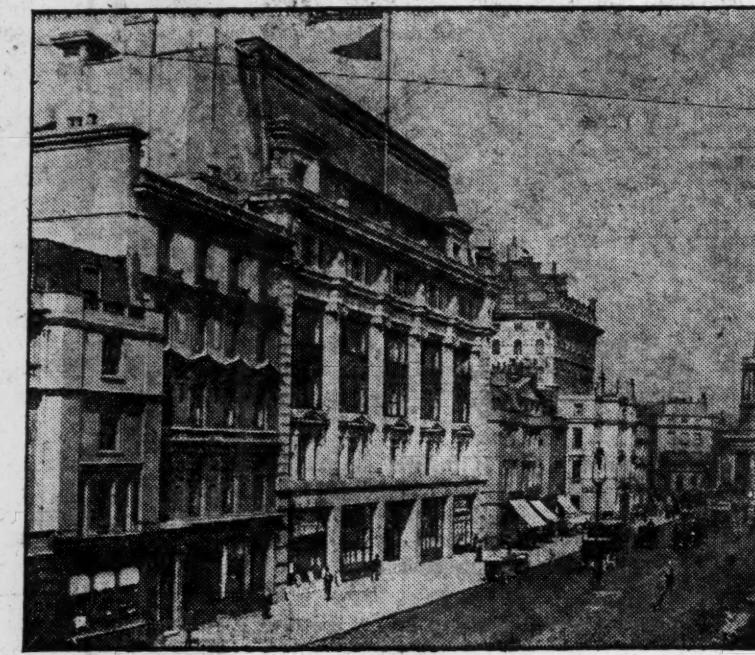
"I mention Lucerne specially, for as no doubt you know, that is our headquarters on the continent. At other places we make arrangements for our parties or for private individuals holding our tickets at different first-class hotels, but the Polytechnic Chalets at Seeburg just outside Lucerne are our own property.

"As you no doubt know Lucerne," he continued, "you will know their situation—at the first stopping place on the lake side of the little Kusnacht boats, a really beautiful place which we purchased and equipped some years ago at a cost of £35,000. It runs right down to the water side and standing in the grounds one looks right across the lake to Wagner's house at Tribschen and beyond to that 'little giant' Pilatus, the first of the great Bernese Oberland group. Yes, it is a really beautiful place, and a week can't be spent here any time between April and September for five guineas including railway fares from London."

Concessions for Numbers

In reply to the remark that this was considerably less than the ordinary return fare from London to Lucerne, Mr. Mitchell continued, "Yes, it is of course largely a question of numbers. An association which brings over 10,000 people in one season into Switzerland alone is readily granted special concessions from railway and steamship companies, and hotel proprietors with all of whom we have always been from the first on the best of terms. You see it pays everybody. It pays the railway companies and the others and it pays us, for the touring association has always been self-supporting, and more than this has always been able to hand over year by year a substantial sum to the general work of the Polytechnic."

Asked what tours he considered their best, Mr. Mitchell took up a substantial looking booklet of nearly a hundred



(Photo specially taken for the Monitor)
Polytechnic building in London, 1912, headquarters of institution offering holiday tours at low rates

pages which lay beside him and began turning over the leaves.

"Well you see there are so many and they are devised to suit all tastes and all purses," he remarked. "This is our program for the coming season, we might just run through it and try to pick out five representative ones. First of all of course there is the Lucerne trip. Parties leave London every week on Friday evenings reaching Lucerne on Saturday evening, or those who do not like traveling by night may at a small extra charge leave on Friday morning and stay the night in Paris proceeding by the usual train the next morning to the foot of the famous Jungfrau (over 13,000 feet) Montreux and the Lake of Geneva with its historic castle of Chillon. The cost of this is 3½ guineas. Then there is the extension to Chamomix by way of the Brunig pass to the foot of Mt. Blanc, involving one of the most beautiful railway journeys in Switzerland, and the crossing of the Lake Berenz, passing the famous Giesbach falls. The cost of this week's extension is, as you see, five guineas.

"Then comes a trip to the Bernese Oberland to Meiringen, Interlaken, Wengern Alp, Grindelwald and Berne, at a cost of 3½ guineas. The trip to the Rhone glacier embraces two days' diligence drive over the famous Furka and Grimsel passes for 4½ guineas. Then there are the Italian lakes, outward by St. Gotthard and returning via the Simplon, visiting Lugano, Menaggio, Como, Pallanza, to Altordi, the scene of Tell's exploit, and another to Engelberg or the Axenstein. On Thursday come the most wonderful of all perhaps, the excursion by lake, rail, and road to Andermatt on the Great St. Gotthard. Friday is spent in a look round Lucerne and includes a look round the great organ in the cathedral, and in the evening there is a general departure for London which is so desired, at a slightly increased charge."

Referring to Mr. Mitchell's remark earlier in the conversation that the Polytechnic specially considered the interests of visitors from the states and the colonies, it was asked in what special way this was done.

"Well," replied Mr. Mitchell, "visitors from these countries have come a long way. With many of them it is their

latest type of Marconi wireless telephone apparatus."

Mr. Mitchell was then asked about the Polytechnic tours in the United Kingdom.

"Oh yes," he replied, "we are strong believers in the exhortation of the English railway companies, 'See your own

any rate as is possible to get in so comparatively short a time."

A question was next asked as to the now famous Norway cruises.

"Yes," said Mr. Mitchell, "we were, as in many other directions, the pioneers here also. The Polytechnic was the first to organize cruises to the fjords of Norway and, during June, to Cape North to witness the spectacle of the midnight sun. We can offer here a wonderful variety of cruises. They usually last about 13 days, and the inclusive cost is 9½ guineas. The special cruise to Cape North, over a thousand miles of which lies in the Arctic circle, costs 13 guineas and lasts about the same time. As you know, the scenery along this wonderful coast is quite unsurpassed in grandeur, and our steamship The Viking, 4500 tons and 6500 horsepower, is exclusively engaged in pleasure cruising in Norway, and is designed and fitted for this purpose, the vessel is also fitted with the

A. B. SEE

ELECTRIC ELEVATOR

COMPANY

OFFICES New York, 220 Broadway.
(Boston, Minot Building, 111 Devonshire St.)

Boston's Greatest Underselling of Fine Mission Furniture



CHAIR

Genuine Oak. Height of back from floor 36½ in. Height of seat from floor 18 in. Size of seat 21½ in. wide, 18 in. deep. Cushion in genuine goatskin. Rocker to match at same price.



ROCKER

Genuine Oak. Height of back from floor 42½ in. Height of seat from floor 15 in. Size of seat 22½ in. wide, 19½ in. deep. Cushion in Hand-craft leather. Chair \$38 to match.



MORRIS CHAIR

Genuine Oak. Height of back from floor 36 in. Height of seat from floor 18 in. Size of seat 16 in. wide, 15 in. deep. Upholstered in genuine goatskin.



ROCKER

Genuine Oak. Height of back from floor 36 in. Height of seat from floor 18 in. Size of seat 16 in. wide, 15 in. deep. Upholstered in genuine goatskin.

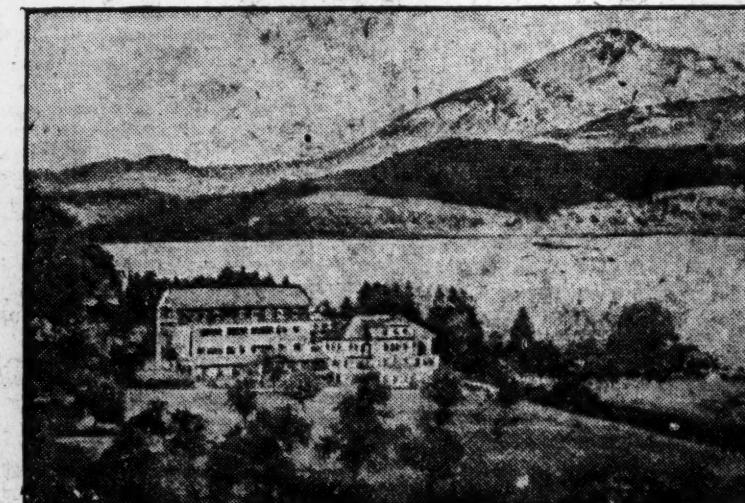
Summer Cottage Furnishings

You will find in complete assortment—all at money-saving prices. Let us show you.

OPEN A CHARGE ACCOUNT AT FERDINAND'S AND SHARE IN THEIR REMARKABLY LOW CASH PRICES
FERDINAND'S
2260 Washington Street, Dudley Terminal
OPEN MONDAY AND SATURDAY EVENINGS

Refrigerators

You will be unwise to buy your refrigerator until you have seen our wonderful line and remarkable values. You will find any style you wish—from \$6.75 up.



(Reproduced by permission)
Polytechnic chalets at Seeburg, just outside Lucerne, where patrons of Polytechnic tours are entertained

first visit to Europe, and they naturally want to make it as full and representative as possible, and so we have made use of the experience of many years to devise such tours as those, for instance, numbered, as you will see, 31, 32, 46 and 47 in the program." Mr. Mitchell pointed to the pages mentioned.

"You will see," he continued, "that they are specially arranged for Commonwealth, colonial and transatlantic visitors. No. 31 is a week in Paris, a week in Switzerland, a week on the Rhine, or vice versa for 17½ guineas. No. 32, a week in Holland, a week on the Rhine, a week in Switzerland, for 18 guineas. No. 46 a week each in Paris, Switzerland and in Brussels for 16 guineas and then 47, a grand month's tour—a week each on the Rhine, in Lucerne, in the Bernese Oberland and in Paris for 21½ guineas. So you see it has been all thought out, and our overseas visitors who take any of these tours will get a very good view of Europe, as good at

GMC TRUCKS

GAOLINE ELECTRIC

The AFTER-sale service which is so important to the owner of motor trucks and really means a guarantee of satisfactory operation, is best assured to GMC users through the stability and resources of the organization producing them.

GENERAL MOTORS TRUCK CO.,
753 Boylston St., Boston, Mass.
Telephone Harvard 1726

country first. We organize tours to all the beauty spots of England, and at Penzance we have a Polytechnic residence, Mt. Prospect, open all the year round where a week may be spent at an inclusive charge from London of 3½ guineas. The house is magnificently situated on an eminence immediately above the sea front, and commands magnificent views of the whole of the delightful Mounts bay and St. Michaels Mt. Then again, in Ireland we have our own house at Killarney, 'Cahircane mansion,' situated on an estate with a lake frontage of nearly one mile in length, with private boat house and landing stage. The inclusive charge from London of a week's stay in Killarney is 4½ guineas.

"Then in Scotland at Fort William in Wild Lochaber we have recently taken over two of the largest hotels in the town and a week may be spent in this, the most glorious country in the western highlands, for four and a half guineas including return railway fares from London. But these, as I say, are only a few places in which we specialize as it were, and there are very few places in the United Kingdom to which we have not organized tours. Indeed, speaking broadly, we can organize specially conducted tours for any party of 10 and over to almost any part of the British Isles or the continent.

"And now," continued Mr. Mitchell, "I think you have a very good general survey of our activities. Every year we are of course enlarging our borders and going further afield and exploring places near at hand more thoroughly. We are always glad of suggestions and happy at all times to furnish any information to any one, whether they have definitely decided or are only thinking about going abroad, in its fullest sense, for a holiday."

At this juncture The Christian Science Monitor representative, not desiring to trespass unduly on a busy man's time, took his leave with many expressions of thanks.

PROPOSED TO HAVE INDIAN BOYS BUILD THEIR OWN HOMES

CARSON CITY, Nev.—Wilson L. Gill, the originator of the school republic idea, who has been spending a few days in the city in connection with the federal Indian training school, has gone to Riverside, Cal. He is introducing several new features into his work with the hope of bettering conditions in the homes of the Indians.

One radical departure proposed is the formation of model cities for the older boys, who are to build small cottages under the supervision of an instructor and which are to have as far as possible all the conveniences of bachelor quarters, including a space for garden-

ing, for raising chickens and other lines in which the individual boy may be interested.

The little communities are to be self-governing, having a complete set of city officials, with mayor, courts and various departments.

It is hoped in this way that a civic interest and pride may be aroused among the Indians and that their ideals of home life may be raised to a higher level.

STEEL COMPANY TO ENLARGE
PITTSBURGH—The Pittsburgh Steel Company gave notice recently of increase in its capital stock from \$14,000,000 to \$17,500,000. The company paid a bonus of \$11,600.67. The increase in capital will be applied to enlarging the plant.



Holds Your Sock Smooth as Your Skin

Boston Garter

is the ONLY garter with

Patent
rubber button clasp that will not injure the slender hose.

SOLD EVERYWHERE

Either style
SILK, 50c.
LISLE, 25c.

George Frost Co., Boston, Mass.

Style in oblong box.

George Frost Co., Boston, Mass.

Style in oblong box.

George Frost Co., Boston, Mass.

Style in oblong box.

George Frost Co., Boston, Mass.

Style in oblong box.

George Frost Co., Boston, Mass.

Style in oblong box.

George Frost Co., Boston, Mass.

Style in oblong box.

George Frost Co., Boston, Mass.

Style in oblong box.

George Frost Co., Boston, Mass.

Style in oblong box.

George Frost Co., Boston, Mass.

Style in oblong box.

George Frost Co., Boston, Mass.

Style in oblong box.

George Frost Co., Boston, Mass.

Style in oblong box.

George Frost Co., Boston, Mass.

Style in oblong box.

George Frost Co., Boston, Mass.

Style in oblong box.

George Frost Co., Boston, Mass.

Style in oblong box.

George Frost Co., Boston, Mass.

Style in oblong box.

George Frost Co., Boston, Mass.

Style in oblong box.

George Frost Co., Boston, Mass.

Style in oblong box.

George Frost Co., Boston, Mass.

Style in oblong box.

Saying 25 cents out of every dollar spent for coal, no matter what kind of coal is used, is only the first great advantage of the one perfect heating system for buildings of every character—

Vapor-Vacuum Heating Kriebel System

We have issued a book about this great system that points out its many definite advantages over both steam and hot water heating. This book is as clear to the average reader as to the heating engineer. Send for it. Any steam heating plant may be readily converted into a perfect Vapor-Vacuum installation.

Vapor-Vacuum Heating Co., 971 Drexel Bldg., Philadelphia, Pa.

JAMAICA PANAMA CANAL

22-DAY CRUISE FROM NEW YORK
EVERY WEDNESDAY; 24-DAY CRUISE
EVERY SATURDAY IN BIG, COOL
STEAMERS, ESPECIALLY BUILT FOR
TOURIST TRAVELERS

Low Summer Rates

Steam in your hotel for entire cruise. Air-cooled sister-cruises and every modern comfort. Meteorological summary gives maximum sun and temperature in each of the Atlantic as 84°, and 81° on Pacific side; minimum 74°. Jamaica about the same. Additional savings from Boston to Port Antonio and Limon, Costa Rica. Write for illustrated booklet.

United Fruit Company
STEAMSHIP SERVICE
17 Batterymere Pl., New York. Long Wharf, Boston.
Or Any Tourist or Steamship Agency.

ALLEN, HALL & CO.
CHURCH DECORATIONS
CUSHIONS AND READING-ROOM
FURNISHINGS AND AUTOMOBILE
384 BOYLSTON ST., BOSTON, MASS.

The John Swenson Granite Co.
MANUFACTURERS OF
Fine Cemetery Memorials
AND
Building Work
CONCORD, N. H.

The Perfect Gift

Beauty and usefulness combined. Are these your requirements? We can meet them. Visit our Gift Shop.

OLIVE FARWELL,
315 S. HOWARD, SPOKANE, WASH.
AMUSEMENTS

Rockingham
Park
SALEM, N. H.

AUTOMOBILE
RACES
SANCTION

May 30

Decoration Day
SEE THE
20-Mile Match Race

Between HARRY F. GRANT,
CHAS. BASLE, HARRY COBE

LINCOLN BEACHEY
and Beckwith Havens

In AVIATION THRILLS
Special Service on Electric Cars
and B. & M. R. R. Trains stop at Park. Program starts at 1 p.m.

GENERAL ADMISSION 50 cts.

GRAND STAND..... 50c.
BOX SEATS..... \$1.00

A. Herrick's Autos Parked Free.

Follow the Blue Flag

Open Daily 10 A.M.

To NORUMBEGA

REMBENT TEMPLE Daily 2:30 and 8:30
Popular Prices
Starting Thursday Evening, May 22

DURBAR
IN KINEMACOLOR
BETTER THAN THE CORONATION

AVIATION-AVIATION-AVIATION

SEE THE MAILS CARRIED THROUGH THE AIR
THE BEST AVIATION MEET HELD IN NEW ENGLAND

ATWOOD-FREEMAN-BEACHEY

PAGE-GRAY-BOWMAN-TERRILL

MAY 30, 31, JUNE 1

ATWOOD PARK, CLIFTONDALE

5c FARE from Boston, Malden, Everett, Chelsea, Revere, Lynn

HOW TO GET THERE Take B. & M. Trains from North Station
Take Cliftondale Cars at Seaside Square

For Hotels

Vapor-Vacuum Heating is ideal. Exact amount of heat desired is controlled at the rate of 1000 watts per square foot of each room. Never too hot or too cold. 25% less fuel expense guaranteed.

Residences

The vacuum holds the vapor in the system all day and all night. You don't have to get up in the middle of the night to have heat at breakfast time.

Churches, Business and Public Buildings

Quick heat, in addition to the foregoing advantages makes Vapor-Vacuum Heating the most efficient system for these purposes. Heat throughout the system in a fraction of the time a steam or hot water system requires.

PORT OF LONDON IS VAST UNDERTAKING

Familiar Features of Waterfront Will Take on New Interest in July When King George V. Is to Cut First Sod of Dock to Bear His Majesty's Name

PORT AUTHORITY IS IN DIRECT CONTROL

Travelers in all parts of the world cannot fail to be interested in the leading characteristics of the port of London—the world's metropolis. Some of the essential features of the undertaking which Parliament has entrusted to the supreme control of the Port of London Authority are described briefly in the following article written specially for the Hotel and Travel Number of The Christian Science Monitor by one who holds a responsible managerial position under the head of this great harbor development.

By H. H. WATTS
Assistant to the general manager of the
Port of London Authority

ONDON—To visitors, whether traders, students or tourists, the port of London, with its shipping docks, wharves, warehouses and its unequalled waterway known to generations of men as "Old Father Thames," must always prove attractive. Its familiar features will, however, acquire an added grace in July next when the interest which his majesty King George V. has always taken in the maritime life of his people will be marked by his presence at the Royal Albert and Victoria docks, to cut the first sod of a new dock which it is intended shall bear his name. In view of this event it is felt that some notes on the commercial aspect of the Thames and its docks may be of interest.

The interdependence of London, the city and London the port, the story of their development, the roll of famous men who as shipbuilders, explorers, adventurers, merchants, have carried the stimulating influence of London to the remotest regions of the world; the amazing growth in the shipping using the port, the historic interest attaching to the older wharves and warehouses on the banks of the river and the enterprise revealed by the wharves of later date, are themes on which there is a great temptation to linger. Neither time nor space will permit this, as our main object in this short article is to indicate for the benefit of our readers some of the essential features of the undertaking for which Parliament in its wisdom has made the port authority responsible.

The interdependence of London the city and London the port, the story of their development, the roll of famous men who as shipbuilders, explorers, adventurers, merchants, have carried the stimulating influence of London to the remotest regions of the world; the amazing growth in the shipping using the port, the historic interest attaching to the older wharves and warehouses on the banks of the river and the enterprise revealed by the wharves of later date, are themes on which there is a great temptation to linger. Neither time nor space will permit this, as our main object in this short article is to indicate for the benefit of our readers some of the essential features of the undertaking for which Parliament in its wisdom has made the port authority responsible.

Until March 31, 1909, the docks of London, some of which are over 100 years old, were owned by private companies in competition, more or less, with each other. The river was controlled by a public body known as the Thames conservancy. In 1909 an act was passed transferring the duties of the Thames conservancy and the docks of the three companies, the London and India, the Surrey Commercial and the Millwall, to a new body, to be known henceforth as the Port of London Authority, with powers, far more extensive than those possessed by their predecessors, of administering, preserving and improving the port.

The authority consists of 30 members—those either from their official position in connection with the government, or the corporation, or the London county council, or from the magnitude of the shipping or commercial interests which they represent are concerned for the welfare of the port. The jurisdiction of the port authority extends for a distance of 60 miles from the landward limit of the port at Teddington to an imaginary line drawn from Haselgrave Creek to Warden Point. In addition to the control of the waterway the authority owns and manages the docks and warehouses with land and water areas comprising 2573 acres. The river frontage of the dock properties is about three miles in length. There are 28 miles of dock quays available for shipping. The machinery employed at the docks is worked principally by hydroelectric power, but electricity has been introduced during recent years. There are 1468 cranes and lifts of varying capacities, including sheer legs lifting up to 90 tons, and five floating derricks lifting up to 15 to 50 tons at wide radius. Amongst the movable plant are 23 tugs and 42 locomotives for use in and about the docks and railways. There are about 120 miles of railway. The prosperity of the port is largely due to the adaptation of a dock and warehouse system to the peculiar requirements of the capital, coupled with the provision of facilities for the distribution of commodities by rail and coaster to a wider area.

NOT ALTOGETHER A SUCCESS

A teacher was giving to her class an exercise in spelling and defining words. "Thomas" she said to a curly-haired little boy, "spell 'ibex.'

"I-h-e-x."

"Correct. 'An ibex,'" answered Thomas, after a prolonged mental struggle, "is where you look in the back part of the book when you want to find anything that's printed in the front part of the book."—Christian Register.

NOT A PAYING PROPOSITION

"Do you have any trouble in keeping your boys on the farm?"

"No," replied Farmer Cornelia. "They're willing to stay. The only difficulty is that they all want to act like summer boarders."—Washington Star.

NOT A PAYING PROPOSITION

"Do you have any trouble in keeping your boys on the farm?"

"No," replied Farmer Cornelia. "They're willing to stay. The only difficulty is that they all want to act like summer boarders."—Washington Star.

NOT A PAYING PROPOSITION

"Do you have any trouble in keeping your boys on the farm?"

"No," replied Farmer Cornelia. "They're willing to stay. The only difficulty is that they all want to act like summer boarders."—Washington Star.

NOT A PAYING PROPOSITION

"Do you have any trouble in keeping your boys on the farm?"

"No," replied Farmer Cornelia. "They're willing to stay. The only difficulty is that they all want to act like summer boarders."—Washington Star.

NOT A PAYING PROPOSITION

"Do you have any trouble in keeping your boys on the farm?"

"No," replied Farmer Cornelia. "They're willing to stay. The only difficulty is that they all want to act like summer boarders."—Washington Star.

NOT A PAYING PROPOSITION

"Do you have any trouble in keeping your boys on the farm?"

"No," replied Farmer Cornelia. "They're willing to stay. The only difficulty is that they all want to act like summer boarders."—Washington Star.

NOT A PAYING PROPOSITION

"Do you have any trouble in keeping your boys on the farm?"

"No," replied Farmer Cornelia. "They're willing to stay. The only difficulty is that they all want to act like summer boarders."—Washington Star.

NOT A PAYING PROPOSITION

"Do you have any trouble in keeping your boys on the farm?"

"No," replied Farmer Cornelia. "They're willing to stay. The only difficulty is that they all want to act like summer boarders."—Washington Star.

NOT A PAYING PROPOSITION

"Do you have any trouble in keeping your boys on the farm?"

"No," replied Farmer Cornelia. "They're willing to stay. The only difficulty is that they all want to act like summer boarders."—Washington Star.

NOT A PAYING PROPOSITION

"Do you have any trouble in keeping your boys on the farm?"

"No," replied Farmer Cornelia. "They're willing to stay. The only difficulty is that they all want to act like summer boarders."—Washington Star.

NOT A PAYING PROPOSITION

"Do you have any trouble in keeping your boys on the farm?"

"No," replied Farmer Cornelia. "They're willing to stay. The only difficulty is that they all want to act like summer boarders."—Washington Star.

NOT A PAYING PROPOSITION

"Do you have any trouble in keeping your boys on the farm?"

"No," replied Farmer Cornelia. "They're willing to stay. The only difficulty is that they all want to act like summer boarders."—Washington Star.

NOT A PAYING PROPOSITION

"Do you have any trouble in keeping your boys on the farm?"

"No," replied Farmer Cornelia. "They're willing to stay. The only difficulty is that they all want to act like summer boarders."—Washington Star.

NOT A PAYING PROPOSITION

"Do you have any trouble in keeping your boys on the farm?"

"No," replied Farmer Cornelia. "They're willing to stay. The only difficulty is that they all want to act like summer boarders."—Washington Star.

NOT A PAYING PROPOSITION

"Do you have any trouble in keeping your boys on the farm?"

"No," replied Farmer Cornelia. "They're willing to stay. The only difficulty is that they all want to act like summer boarders."—Washington Star.

NOT A PAYING PROPOSITION

"Do you have any trouble in keeping your boys on the farm?"

"No," replied Farmer Cornelia. "They're willing to stay. The only difficulty is that they all want to act like summer boarders."—Washington Star.

NOT A PAYING PROPOSITION

"Do you have any trouble in keeping your boys on the farm?"

"No," replied Farmer Cornelia. "They're willing to stay. The only difficulty is that they all want to act like summer boarders."—Washington Star.

NOT A PAYING PROPOSITION

"Do you have any trouble in keeping your boys on the farm?"

"No," replied Farmer Cornelia. "They're willing to stay. The only difficulty is that they all want to act like summer boarders."—Washington Star.

NOT A PAYING PROPOSITION

"Do you have any trouble in keeping your boys on the farm?"

"No," replied Farmer Cornelia. "They're willing to stay. The only difficulty is that they all want to act like summer boarders."—Washington Star.

NOT A PAYING PROPOSITION

"Do you have any trouble in keeping your boys on the farm?"

"No," replied Farmer Cornelia. "They're willing to stay. The only difficulty is that they all want to act like summer boarders."—Washington Star.

NOT A PAYING PROPOSITION

"Do you have any trouble in keeping your boys on the farm?"

"No," replied Farmer Cornelia. "They're willing to stay. The only difficulty is that they all want to act like summer boarders."—Washington Star.

NOT A PAYING PROPOSITION

"Do you have any trouble in keeping your boys on the farm?"

"No," replied Farmer Cornelia. "They're willing to stay. The only difficulty is that they all want to act like summer boarders."—Washington Star.

NOT A PAYING PROPOSITION

"Do you have any trouble in keeping your boys on the farm?"

"No," replied Farmer Cornelia. "They're willing to stay. The only difficulty is that they all want to act like summer boarders."—Washington Star.

NOT A PAYING PROPOSITION

The Boston Post

The Great Breakfast Table Paper of New England

THE POST is now presenting *first and exclusively*, in New England, a series of photographs showing the discovery of the South Pole.

The Post also was the first paper in New England to print the photographs of the discovery of the North Pole.

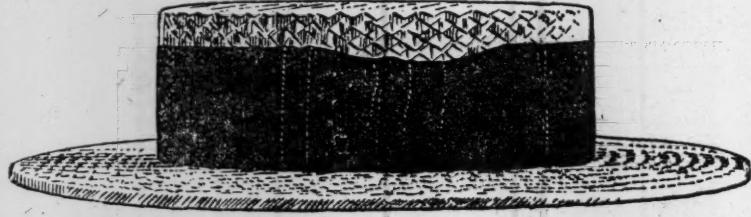
The Post printed the first story and the first photographs in New England of the sinking of the Titanic.

THE POST HAS THE BIG NEWS FIRST

APRIL CIRCULATION AVERAGES:

Boston Daily Post, 395,999 :: Boston Sunday Post, 333,511

Lamson & Hubbard STRAW HATS



Manufacturers :: Importers :: Retailers

We carry the largest line of High Grade Hats
at most reasonable prices.

Lamson & Hubbard
92 Bedford, Cor. Kingston St.
173 Washington St., Boston

ALLEN-HALL & CO.
DECORATORS AND FURNISHERS
Invite inspection of their unique, artistic decorative effects for wall coverings, draperies and hangings. Also a display of parlor furniture and lighting fixtures, fine specimens of unique and artistic decorations and effects. Our interiors have individuality resulting from our special WOOD Finish and our wall and drapery effects are unique. Estimates cheerfully submitted to intending buyers. Correspondence invited.
WE DO HOTEL WORK
Allen Hall Bldg., 384-390 Boylston St., Boston

SOUTH CALIFORNIA'S ELECTRIC LINES GIVE TOURIST BIG VARIETY

Traffic Manager of Pacific Electric Company Tells of Relation of System to Hotels and Visitors

EXTEND 931 MILES

By D. W. PONTIUS

Traffic manager Pacific Electric railway

THE Pacific Electric railway is generally acknowledged to be the greatest electric railway system in the world.

The relations of this system to the hotels in and around Los Angeles are very close and it is safe to say that the service rendered has created an additional patronage for the hotels that could not possibly have been created in any other way.

The diverging lines leading from Los Angeles in a vast spiderweb form,

serving almost the entire country over a radius of approximately 60 miles

from the mountains to the sea, gives the visitor to southern California an opportunity to touch the vast resources of the country, and numerous mountain, valley and seaside resorts and hotels in an easy, comfortable and economical way that is not equally afforded in any other way.

The first interurban electric railway of 10 miles was constructed between Los Angeles and Pasadena in 1893; and in 1895 a line of 17 miles between Los Angeles and Santa Monica was completed.

During the following years, although to a greater extent through the period of

12 years, numerous other lines were constructed; and something over one year

ago all interurban lines out of Los Angeles were consolidated, and are known today as the Pacific Electric railway, which has grown from the modest distance of 27 miles to 931 miles; and while the equipment for the 27 miles did not exceed 25 passenger cars, the present equipment has reached a total of approximately 600 passenger cars, or nearly one car for each 1½ miles of road in operation at one time, of 33,000 people.

At present the system operates 2850 interurban passenger trains, and 3178 cars are operated to care for the city service—a total of 6028 passenger train departures per day, and in addition thereto 62 scheduled freight and 84 express and mail trains are operated daily.

The Pacific Electric is capitalized for \$100,000,000, and the plan is to extend the lines in all directions. Preparations are now being made to this end, the most important of which is to connect the Los Angeles system with Pomona, Riverside, San Bernardino and Redlands.

While it is almost impossible to estimate the value of this system to the hotels, it is generally agreed that the interests of the hotels and railway are mutual, and the railway management recognizes that it is deeply indebted to the progressive hotel men, such as are found in Los Angeles, who will tell you that among the greatest advertising features of southern California are the personally conducted trolley trips, the great Mt. Lowe trip and trip to Catalina Island.

The three personally conducted trips are known as the balloon route trolley trip, old mission trolley trip and triangle trolley trip, each covering approximately 100 miles, and each affording the traveler a day of pleasure and sight-seeing for \$1.

These trips are so arranged that in three days the traveler may gain a thorough and comprehensive knowledge of this particular territory. A guide accompanies each car for the purpose of explaining the different points of interest.

The personally conducted trolley trip department, with a manager, assistant manager, information clerks, solicitors and guides, is distinct and separate from the general passenger and excursion department of the railway, and per-

Pacific Coast Electric
Railway Official Writes
About Tourist Traffic



D. W. PONTIUS

haps the only organization of its kind maintained by any railway on the continent. The trips are operated almost wholly as a southern California advertising feature, and are a valuable asset to the hotels of Los Angeles and vicinity.

In a class by itself, and unexcelled by any trolley trip in the world is the great Mt. Lowe trip, covering a distance of 23 miles from the heart of Los Angeles to Alpine tavern, Mt. Lowe, including an incline of 1300 feet, the direct ascent being 48 to 68 per cent. During four miles of the latter part of the trip from Echo

to Alpine tavern, the road contains 127 curves, crosses 20 bridges, with only 225 feet of straight track, and lands you at an altitude of 5000 feet above the sea level, where pony trains may be taken to the summit of the mountain—6100 feet above the sea.

Santa Catalina—the magic isle of the Pacific—a bit of world by itself and famed throughout the globe, is a three hours trip by electric railway and ocean voyage from Los Angeles, and 27 miles distant from the mainland. It is attractive in the extreme with its seal rocks, submarine gardens, mountain roadways, and fishing grounds where the "leaping tuna" up to 250 pounds in weight are caught by rod and reel. Like the famous Mt. Lowe, Catalina is visited by the greater part of California's year-around tourists.

Certainly our share of tourists select the sunny southland of California to spend their time for pleasure and recreation. They will only remain at the hotels a reasonable part of the time and then to the open air and sunshine, for that is their main purpose in coming to California.

The best public highways are being built for the comfort of those who use automobiles, but it is the electric railways—city and interurban—that are doing more than anything else toward developing southern California.

With the numerous extensions of electric lines now being made and preparation for proposed lines, together with the completion of the \$23,000,000 Owens river water project to supply water for the homes and lands, the completion of the Panama canal and Los Angeles harbor, as well as other marked forms of improvement, is it any wonder that our hotels are prosperous and so many modern hotels are being built each year?

LARGE BEET CROP EXPECTED

DENVER—Advance reports received by the Colorado railroads show that more than 170,000 acres of beets, which will yield a \$11,500,000 crop, have been planted in the state this spring. The acreage in some districts is double what was last year and the prospects are for a record breaking crop.

EATING OYSTERS RIGHT FROM OCEAN WITH FREE FISHERS IS ODD HOLIDAY

Ancient Organization at Whitstable, Kent, Eng., Still Exercises Rights Dating From Centuries Back

GO OUT IN YAWLS

By CLARENCE ROOK

THE world is full of oysters—or should be if all the oysters came to maturity. The oyster may produce in England a million children, and in America it may produce twenty million. But the oyster is a careless mother, and wastes her progeny. This year Whitstable, Kent, England, is jubilant over the oysters she claims to be the best in the world. The seven year olds are fine, for seven years ago there was one of those seasons that helped the careless mother of oysters.

We went in search of oysters. So we pushed off in a rowing boat from the beach at Whitstable to find the famous oysters. There was the host and the director, the foreman—a man with a beard and a waistcoat that must have been made on piecework; there were two young giants in blue jerseys and sea boots with faces like the sun rising on a wet day; there was the taciturn observer in spectacles—and myself. The two young giants rowed with scarce a turn of the head to one ship among 300 or so, and we clambered up with varying exhibitions of agility.

"What is this?" I asked as certain baskets were hauled on board of a small vessel with a hole in the middle of the deck, and mostly scuppers at the sides.

"Lunch," replied the host.

"No, the ship—is it a smack?" And then the host explained that this was a "yawl" at Whitstable, because it was a "cutter" elsewhere and that the language of the port had its peculiarities. For example—lunch. We were going to dredge our lunch—"drudge" it corrected the host. That's Whitstable. We were going to catch oysters before we could eat them.

"Take a seat," said the director, as he assumed control of the helm. We sat around upon anything.

The sails caught the wind we could not feel, and presently we were two miles out, among stakes that swing with the tide. The man at the helm held us up, and the dredges were dropped. Those dredges are nets of about a foot and a half across, and they sweep the sea bed with a raw cowhide mesh (cut quite simply) and a few links of steel, limited by law and custom. For you mustn't injure the edge of the shell of a possible oyster.

Up Come the Dredges

Up come the dredges, fairly full of all kinds of stuff. But the senior giant examines them, as they are turned on to the deck; shows a lot of little oysters among a lot of "culch" (the food of the oyster), and the host explains that underneath that is "sham"—are you learning the Whitstable pride of language? They all went back into the sea to mature, and even a small crab was permitted to seek a scupper and



(Photo specially taken for the Monitor)
Dredgers bringing the oysters ashore—The men engaged in the work are a sturdy race

take a header into the sea. The bearded foreman did something to the helm, and we ducked heads and stopped for another dip, amid other stakes, and the young giants dragged up the catch.

There was a gleam through the spectacles of the taciturn guest, for he was looking for his lunch.

"Now that," said the host as the catch was turned on the deck, "is two years old, and this is—." We discussed the birth and fortune of oysters that were laid out indiscriminately on the hatchway, and thrown back into the sea. And the infants and 1-year-olds and 2-year-olds went to feed themselves again for a year or two. Especially if the thoughtful host, remembering that the "drudges" do not catch brown bread and butter and lemons and Chablis and pepper, has brought these appurtenances from the shore.

Lazily we lay on deck and talked while



(Photo specially taken for the Monitor)
FOREMAN OF THE FISHERY

take a header into the sea. The bearded foreman did something to the helm, and we ducked heads and stopped for another dip, amid other stakes, and the young giants dragged up the catch.

There was a gleam through the spectacles of the taciturn guest, for he was looking for his lunch.

"Now that," said the host as the catch was turned on the deck, "is two years old, and this is—." We discussed the birth and fortune of oysters that were laid out indiscriminately on the hatchway, and thrown back into the sea. And the infants and 1-year-olds and 2-year-olds went to feed themselves again for a year or two. Especially if the thoughtful host, remembering that the "drudges" do not catch brown bread and butter and lemons and Chablis and pepper, has brought these appurtenances from the shore.

Lazily we lay on deck and talked while

ADDITION TO NEW YORK HOTEL WILL GIVE HOUSE 750 ROOMS

MONDAY New York

A HOTELS the Prince George, on Twenty-eighth street near Fifth avenue, is recognized as particularly good place for Boston people perhaps because the manager, a former Boston hotel man, is guiding its affairs. When George H. Newton assumed charge of this hotel he was fortified with many years' experience as manager of the Parker house, Boston, and later at the Fifth Avenue hotel in New York city, which experience eminently fitted him to conduct the affairs of any first-class hotel in the country.

The Prince George in the past few years under the present management has increased in popularity to the extent that the present capacity of the house is insufficient to care for the patronage, and in consequence a large addition will be begun Aug. 15, which when completed will give a total of 750 rooms.

In the past four years Mr. Newton has spent in furnishing and improvements upwards of \$40,000. The location of the Prince George is



sizable on account of its accessibility, being in the very center of everything and so situated from the noisy thoroughfares as to give its guests quiet and restful rooms in any part of the house.

SMALL FEDERAL BUILDING

TOLEDO, O.—In order to make room for other United States offices which are now in rented quarters outside of the old federal building, Representative Sherman has introduced a bill in the House asking for a \$25,000 appropriation with

which to remodel the local United States edifice, says the Blade.

There is no room in the old federal building for the United States pure food inspector or the immigration inspector.

Another thing lacking is a waiting room for witnesses who have to appear in the United States district court.

"Feared of oysters!" he replied. "I've eat 'em all my life, and all I know has eat 'em; and I've never heard of any one bein' ill of 'em. They was well fished what you eat, wasn't they?"

I had learned that phrase. A "well fished" oyster is a fat, well-to-do one. The phrase is used in Whitstable of men as well as oysters. And the free fishers are certainly "well fished."



VENICE AS SHE REALLY IS

Trip Over Canals Gives Impressions From Which City's Early Grandeur Is Better Understood



(Photo specially taken for the Monitor)

On the Grand Canal, Venice—Grim dignity of the medieval palaces is characteristic

(Special to the Monitor)
THE "Venezia" known to the gondoliers of the lagoons is often far from being the Venice of the novel, or even of the picture gallery. Travel by train across the plains of fruitful Lombardy, cross the two and a half miles of railway viaduct that separates Venice from the mainland, step direct from the platform into a gondola, and as you glide to your hotel over the placid surface of the canals you will, even in that short time, begin to learn something of Venice as she really is.

The grim dignity of her medieval places, the transparent green of the water in which they stand reflected stone for stone, even the odor of the fried fish shops that seems to penetrate to the remotest corner of the side canals and alleys, speak things unutterably characteristic. This is the real Venice, and if you can carry this impression back over an intervening gap of four or five centuries, you will understand a little more of the "Pearl of the Adriatic," of the city republic that negotiated with kings, made peace and war with nations, and that in early times possessed a fleet that was second to none in the eastern half of the Mediterranean.

Looked at in the light of comparison it is surely astonishing that so small a state, having but few natural resources of her own, beyond the seafaring habits of her population and the patriotism of her citizens, should have covered herself with such splendor as did Venice in the heyday of her power. In the Piazza di San Marco stand three celebrated mausolea from which, in old times, floated the silk and gold embroidered banners of Canada, Cyprus and Morea, where now on festa days the flag of the united Italy spreads itself out upon the breeze. The past greatness of Ven-

MUSICAL INSTRUCTORS

MR. D. A. CLIPPINGER
TEACHER, AUTHOR AND EDITOR

Will hold a summer term for singers and vocal teachers July 1 to Aug. 8. Send for circular. Thirteen states represented last year. Private lessons may begin at any time. Address 410 Kimball hall, Chicago, Ill.

Miss Julia Baker
TEACHER OF PIANO
228 AUDITORIUM

IRENE C. FRANCIS
TEACHER OF PIANO
Modern Methods of Music Education
Special Summer Course
Send for information. Phone Harrison 6533.
629 Fine Arts Bldg., CHICAGO

TEACHER OF PIANO
(Leschetzky method). Theory and harmony. MISS ELLEN HORTON GARNETT, 202 The Ontario, Washington, D.C. 75c per half-hour lesson.

GILBERT SHORTER
Director Dramatic Art and Oratory
Chicago Conservatory
27 Auditorium Building. Phone Har. 1736.

MUSICAL ARTISTS

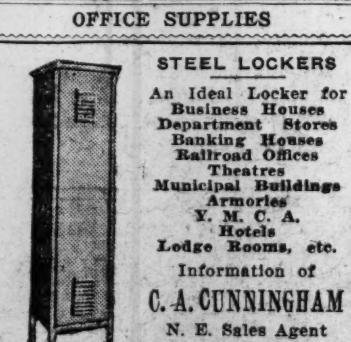
CLIFFORD LOTTE
BARIONE
Under direction of
Wolfsohn Musical
Bureau of N. Y.
L. E. Bolyan, Los Angeles, Cal.

GEORGE HAMLIN, Tenor
Member Chicago Grand Opera Co. Mr. Hamlin will coach a limited number of singers until June. Address 6538 Woodward Ave., CHICAGO.

EUROPEAN ADVERTISING

GOODRICH'S
"Guide to Memorizing Music,"
"Musical Theory,"
"Complete Musical Analysis,"
"Analytical Harmony,"
"Art of Song,"
"Theory of Interpretation."
H. W. GOODRICH

Alfred John Goodrich
PARIS, FRANCE & 14 SQUARE SAINT GERMAIN
Instruction in all music branches



ROOMS—CHICAGO

TO RENT—3 or 4 rooms, furnished or unfurnished, including kitchen; everything modern; beautiful view of lake; convenient to L. and C. C. price reasonable. 4000 Lake av., apt. 4.

TO RENT—Desirable room, well furnished, modern; convenient to L. and C. C. price reasonable. 4000 Lake av., apt. 4.

ROOMS
Back Bay, 177 St. Botolph St. FOR RENT—Desirable rooms occupied during summer by students, parents, home-life rooms, very convenient for tourists.

NEW HAMPSHIRE HOTELS

Lake Asquam,
Holderness, N. H.

Life in the Open—Lady having private camp will take limited number of adults, board floor tents or house. Table of the best, supplied by adjoining farms. Address Monitor Office V 20.

MAINE

CASCO BAY

LITTLEJOHN'S ISLAND, ME.
Rocky House and Cottages, a quiet, peaceful place with country and seashore combined. Moderate prices. Booklet. Open June 15. Four cottages to let, two for season, two for July. Four for August. Price, \$10. Chestnut St., Cambridge, Mass. Tel. 4450-W.

REAL ESTATE

Memorial Day

Our Coolidge Corner Office (1321 Beacon St., Brookline) will be open from 9 to 5 o'clock on

Thursday, May 30th

Frank A. Russell,

506 Old South Bldg., Boston; 1321 Beacon St., Brookline (Coolidge Cor.), 219 Washington St., Brookline Village. Telephones at each office.

Before Purchasing
SEEBUILDING LOTS ON
The A. B. Hayward Tract,
Braintree Highlands

31 MINUTES from South Station, main line, N. Y., N. H. & H. R. R. Full lots, land court title. Office Braintree Highlands, Braintree, Mass. Lots pass the door. Boston Office, 511 John Hancock Bldg. A. B. HAYWARD, Owner. Telephone 4637 Main.

Home Sites

High and dry. Restricted

to single and two family houses. Lots and houses for sale. 20 minutes to Park St., South Boston. All parts of the city passable. Bordering Jamaica Park. Call on address

SAMUEL J. WILDE
72 Perkins St., Jamaica Plain
Tel. 2558-M

BOSTON

Investment Property

FOR SALE OR EXCHANGE

One downtown parcel paying 4% net on equity to exchange. JAMES M. HUGHES, 18 Tremont St.

Gentleman's Estate

50 MILES OUT, 3 minutes from steam and electric. 1100 sq. ft. comfortable, steam heat, gas and electric lighting, building in thorough repair inside and out; occupied by owner; stable 40x50, 8 box stalls, 3 acres land fronting on two streets; shrubbery, trees, shade trees. Price \$7000 per acre for less, with one lot. Photo at our office. MANISON & KNOX, 118 Tremont St.

WINTHROP HOUSES

FOR SALE—One and two family houses in all sections of Winthrop. Price \$200 to \$12,000. Building lots from \$600 to \$2000. Houses for summer and all the year occupancy to rent. FLOYD & TUCKER, 34 School St., Boston.

APARTMENTS TO LET

Furnished Apartments

Summer Rates

2 AND 3 ROOMS, with bath and kitchen, hot water, elevator service, hardwood floors, all outside rooms with large windows, awnings and screens installed upon request. Price, \$100 to \$200 per month. Apply to Mr. or Mrs. L. V. NILES, 60 State St.; tel. Main 5217, 2708.

TO SUB-LET

FOR RENT, pleasant apartment in B. B. near Symphony Hall, six rooms, fully furnished, all outside rooms with large windows, awnings and screens installed upon request. Price, \$100 to \$200 per month. Apply to Mr. or Mrs. L. V. NILES, 60 State St.; tel. Main 5217, 2708.

BUSINESS OPPORTUNITIES

Unequalled
Business Opportunity
For Young Men

Owing to passing away of his largest shareholder and closing up of his estate, an old established and very successful publishing concern, known everywhere, offers part of his business to a man who can invest \$15,000 to \$25,000, which will be amply secured. Must have education, be willing to learn the business in all particulars, with vision and executive position, and above all have right desires and ambitions. For interview, please address, giving age, education, references etc., to Mr. or Mrs. C. H. GIBBONS, P. O. Box 1614, Springfield, Mass.

WANTED

A complete set of The Christian Science Monitor since it started Nov. 25, 1908, any edition, for an historical society. Address CIRCULATION DEPT., The Christian Science Monitor, Palmetto and St. Paul Sts., Boston, Mass.

HELP WANTED—MALE

UNION
BRICKLAYERS
Four Months' Work

Freeman & Brooks,
CHAMPAIGN, ILL.

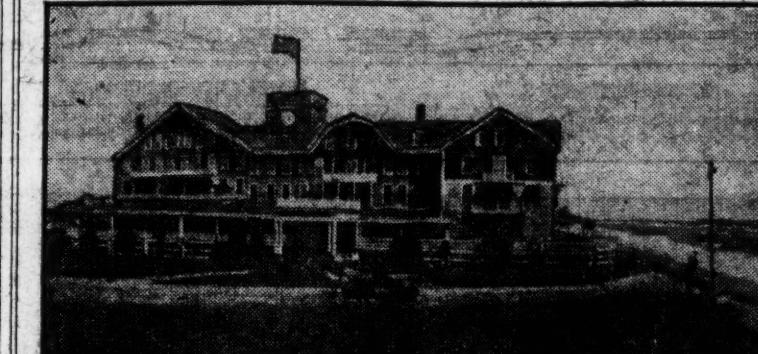
ROOMS

Back Bay, 177 St. Botolph St. FOR RENT—Desirable rooms occupied during summer by students, parents, home-life rooms, very convenient for tourists.

Leading Hotels, Resorts, Restaurants

NEW JERSEY

NEW JERSEY

THE LEIGHTON
POINT PLEASANT, NEW JERSEY

Directly on the beach. Modern and complete in every particular. Send for booklet. E. H. CARLISLE.

WINTER SEASONS, THE BELMONT, BERMUDA

MASSACHUSETTS

MASSACHUSETTS

The New Wesley House
OAK BLUFFS, MASSACHUSETTS

Island of Martha's Vineyard

A vacation at the Wesley has all the advantage of an ocean voyage, with none of the discomforts. Every breeze a water breeze. Right on the water's edge. Excellent table. Fish and Lobster Dinners every other day. New private pier for guests. Electric lights and long distance telephones in every room.

Eleventh year same management. All the advantages which result from the combination of ownership with management.

CAFES AND RESTAURANTS

SOUTH STATION RESTAURANT

ALWAYS ESSENTIAL to know a good place to eat; arriving at or departing from the South Station, Boston, you will find quick service and good food at the restaurant and lunch room; accommodations for 500 people; all modern conveniences. J. G. COOPER & CO., Proprietors.

OAK GROVE CREAMERY CO.
RESTAURANT

Opp. Berkeley Bldg. 431-437 Boylston St.

Unsurpassed Table—Our Own Pastry Goods—Lunch Room
Up One Flight—Elevator—Open 11:30 to 8 daily.

WHEN IN SEATTLE

MARYLAND DAIRY LUNCHEON

109 Columbia St.
503 Third Avenue, Seattle, Wash.

Convenient for shoppers desiring cafeteria lunch.

CHICAGO

THE GARDEN INN

144 So. Wabash Ave., cor. of Adams

THE DUTCH GARDEN

115 So. Dearborn St., near Monroe

Convenient for shoppers desiring cafeteria lunch.

SHOOSHAN'S

LARGEST RESTAURANT IN BACE BAY

AN UP-TO-DATE PLACE TO DINE

Quick service, excellent food, at reasonable prices. Prepared for extra business.

14 MASSACHUSETTS AVE., BOSTON

Massachusetts Chambers

NADROJ CAFE

712 South Spring Street, LOS ANGELES

Lunch 11 to 2—Dinner 5 to 7:30.

Home Phone A2151. M. A. JORDAN, Prop.

MONITOR READERS TRAVEL
IN WAYS PROPOSED

BY MONITOR ADVERTISERS

BOSTON MASSACHUSETTS

HOUSING NEEDS

FOR MONITOR READERS WHO TRAVEL

Leading Hotels, Resorts, Restaurants

MASSACHUSETTS

MASSACHUSETTS

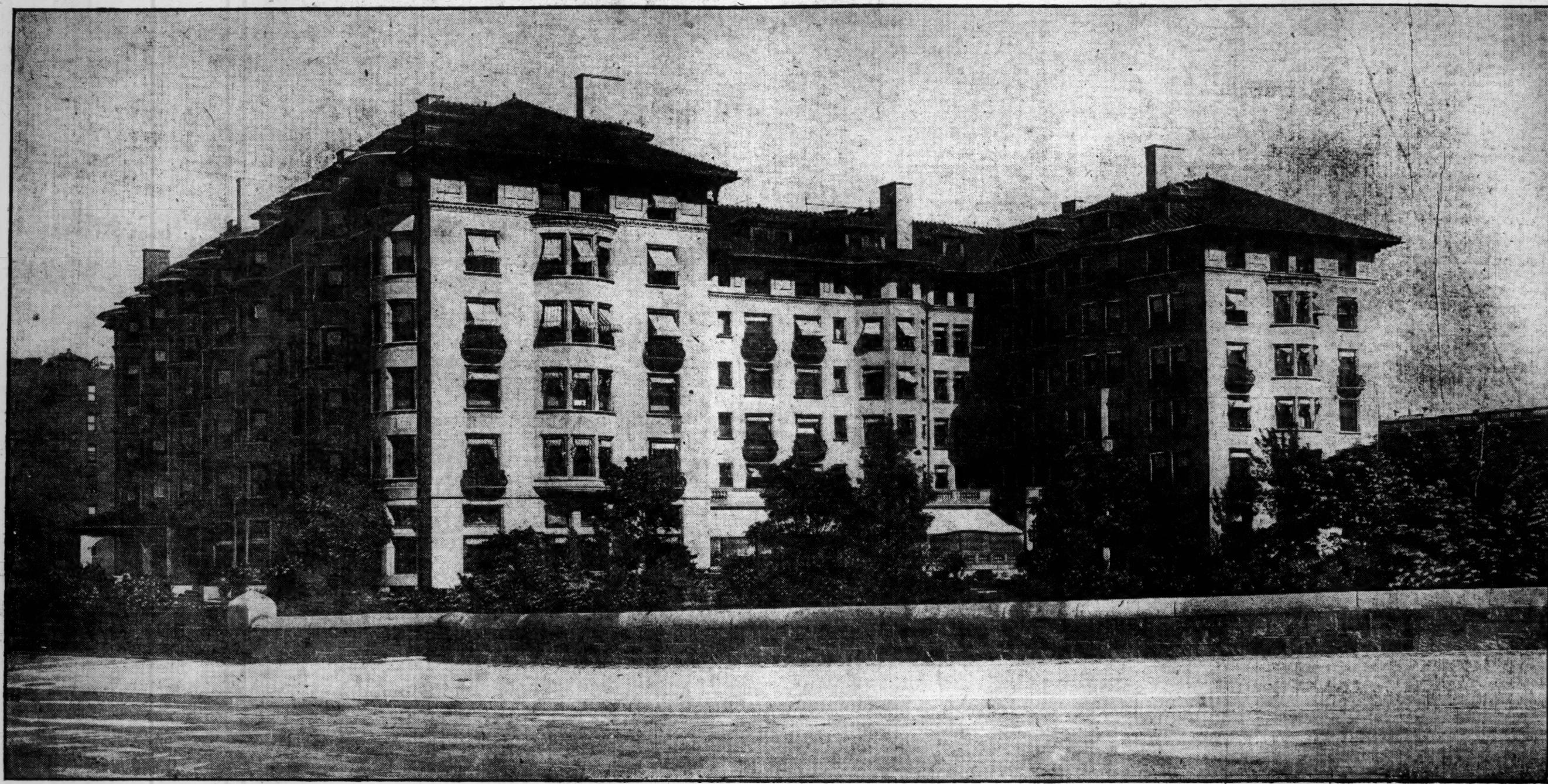
MASSACHUSETTS

MASSACHUSETTS

MASSACHUSETTS

MASSACHUSETTS

MASSACHUSETTS



HOTEL SOMERSET

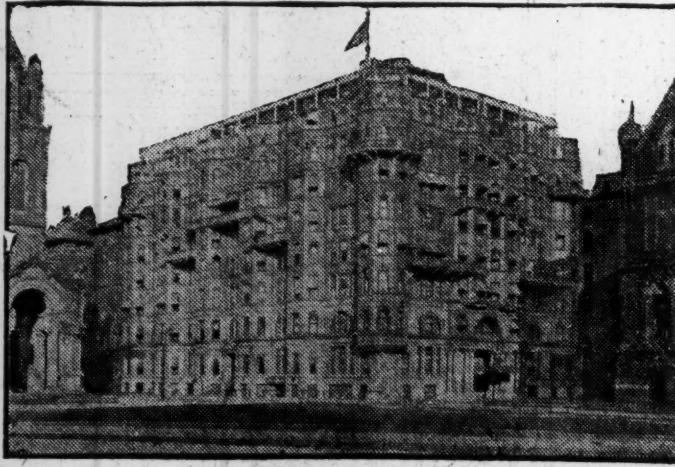
COMMONWEALTH AVENUE ————— BOSTON, MASSACHUSETTS

The clientele of the Hotel Somerset includes not only Boston's most exclusive set, but also the Nation, the Commonwealth of Massachusetts, and the City of Boston have selected this hotel for all the entertainments, banquets and hospitalities accorded to notable visitors, both national and international.

FRANK C. HALL
Manager

Automobile parties will find the Hotel Somerset a most convenient place to stop, it being on the direct route to and from New York, also White Mountains, Bar Harbor, North and South Shores. Only a short distance from the Automobile center of Boston.

HOTEL WESTMINSTER



COPLEY SQUARE, BOSTON

C. A. GLEASON

250 ROOMS
150 MODERN BATHS
HOTEL OXFORD
COPLEY SQ., BOSTON, MASS.
Nearest hotel to Back Bay Stations of B. & A. R. R. and the Public Library, Trinity Church, New Opera House.
European Plan. Our Private Dining Rooms a comfortable hotel with large rooms and a first-class cuisine at moderate prices.
HARRY L. ELLIOTT, Manager.

150 MODERN BATHS
Hotel Brunswick
Boston
H. H. BARNES, Proprietor

MERRILL HALL
East Gloucester, Mass.
Open June 1. Refined surroundings affording every comfort. Large, cool rooms. Excellent cuisine. Special June rates. Booklet.

BUELL & CROSBY

NESTON HOUSE
Near Pleasure Boat Fleet
Modern Plumbing
Average rate about \$2.50 per day

JOHN D. NESBITT, Nantucket, Mass.
HOTEL PINES
COTUIT-BY-THE-SEA, MASS.
Best of Bathing and Boating
Open June 15. Booklets. H. C. MORSE.

HOTEL PRESTON

and Cottages
BEACH BLUFF, MASS.
J. A. SHERMAN, Proprietor
Also Proprietor, The Ledgeburg, Bar Harbor, Maine.

OPEN JUNE 20
One of the most exclusive seashore hotels in New England. A combination of shore life and metropolitan hotel luxury saloons found. EVERY OUTDOOR AND INDOOR AMUSEMENT. Swimming, boating, tennis, croquet, badminton, riding, driving and tennis. A beautiful ballroom with superior orchestra of Boston Symphony soloists. Morning and evening concerts. Cuisine and service appealing to the most exacting.

LEONARD H. TORREY, Mgr.
Tel. 43180 B. Bay

Comfort and Recreation



Unsurpassed Seaside Resort
BATHING, SAILING,
BLUEFISHING, ETC.
Before deciding on your vacation
send for booklet and full information.
HERBERT R. LOCKE, Mgr., 33 Broad St., Boston, Mass. Tel. Fort Hill 2004.

THE NANEPASHEMET

Open June 8. Finest location on North Shore. Every room has ocean view. Booklet from B. G. BROWN, Mgr., MARBLEHEAD, MASS.

HOTEL BOYLSTON ST. & BOSTON
ONE OF BOSTON'S BEST-HOTELS (SEND FOR CIRCULAR)
Especially suited to the requirements of TOURISTS on account of
its proximity to all the principal points of interest in the city.
ALSO: ATLANTIC HOUSE
NANTASKER BLDG. (DOWNTOWN)
200 Rooms, 250 Bathrooms, 1500 Guests.

Copley Square Hotel
Huntington Avenue, Exeter and Blagden Streets, BOSTON
Containing 250 rooms — 200 with private baths.
AMOS H. WHIPPLE, Owner and Prop.

Cottage Park Hotel
A SOCIAL HOME

AN IDEAL PLACE for spring or summer vacation. It is delightfully situated on the North Shore, with elevated grounds, acres of lawns, groves of grand old trees, with all the indoor and outdoor amusements usually found at a first-class resort; two yacht clubs, good drives, the best salt water swimming pool on the coast, with fresh water shower baths, tennis, croquet and lawn bowls, also garage, croonics and all disturbing elements excluded; the patronage of nationalities objectionable to peddlers excluded; the hotel is well appointed; rates moderate considering high character of accommodations offered; booklet giving rates, references, and how to get there by R. O. G. F. BELCHER, WINTHEOR, MASS.

COMMONWEALTH HOTEL, INC.
BEACON HILL—Rooms with hot water, shower bath, \$10.50 to \$14; transient, \$1 to \$2 and up; temporary, up to \$10.

THE MONITOR HOTEL ADVERTISEMENTS BEACH A LARGE NUMBER OF TRAVELERS.

FOR MONITOR READERS WHO TRAVEL

Leading Hotels, Resorts, Restaurants

MASSACHUSETTS

MASSACHUSETTS

MASSACHUSETTS

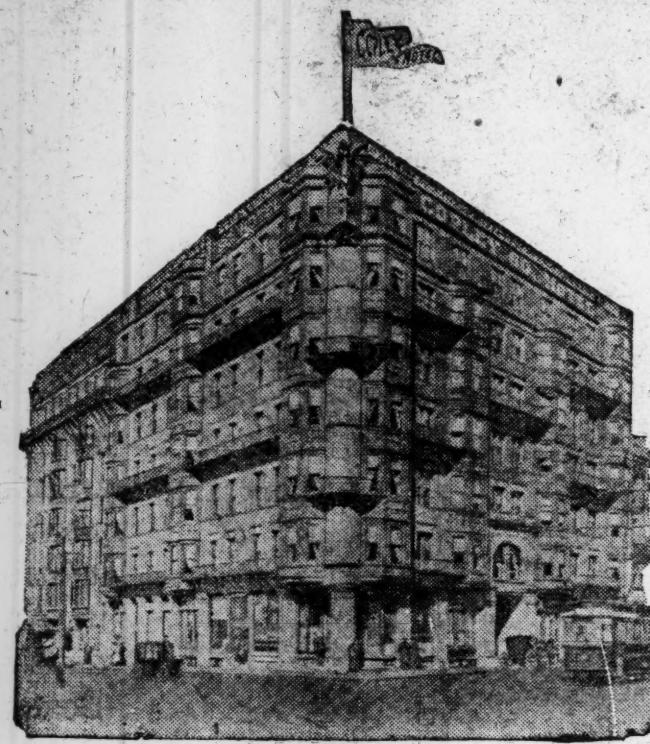
MASSACHUSETTS

MASSACHUSETTS

MASSACHUSETTS

MASSACHUSETTS

THE FIRST HOTEL TO ADVERTISE IN THE MONITOR



And Every
Wed. and Sat.
Since

And Every
Wed. and Sat.
Since

The Copley Square Hotel

HUNTINGTON AVENUE, EXETER AND BLAGDEN STREETS, BOSTON, MASS.

A high-class modern house. 350 rooms; 200 with private baths. 3 minutes from Boston & Albany Huntington Avenue Station and N. Y., N. H. & H. Back Bay Station. Street cars pass door to every part of city and suburbs, and connect with every electric system in New England. Fifteen minutes from State street financial center. Ladies traveling alone are assured courteous attention. Five minutes' pleasant walk to exclusive and fashionable shopping district. Ten minutes' walk to all large department stores. The Back Bay is the fashionable residential section of Boston. Rooms pleasant. Restaurant unexcelled. Prices moderate. Check baggage to Back Bay or Huntington Avenue Stations and avoid delays at South Terminal.

AMOS H. WHIPPLE, Proprietor

COTUIT
Cape Cod
Mass.

Delightful location and climate; golf, boating, bathing, fishing. Harbor attractive for motor boating. Booklets. Good roads for automobile.

BOSTON—HOTEL VENDOME
COMMONWEALTH AVENUE
Distinguished for its elegance, appointments and location. Equally attractive to tourists and transient guests. Perfect quiet.

C. H. GREENLEAF & CO.

Hotel Westminster
Copley Square . . . BOSTON
C. A. GLEASON

NEW HAMPSHIRE
WHITE MOUNTAINS

Russell Cottages,
KEARNS, N. H.

OPEN MAY 29, NEAR MT. KEARSARGE
Steam heat. Fine walks and drives. Good liver, golf, tennis, bowling, etc. Write for rates and booklet. G. W. RUSSELL, Prop.

The Balsams
Dixville Notch, N. H.
A charming hotel in the scenic White Mountain region. Conveniences and attractions appealing to men and women of refined tastes. Fine dry, invigorating air. Price, \$10.00 a week. Hunting, fishing, tennis, canoeing, camping, orchestra. Prospective Chas. H. Gould, Manager, Box 2, Dixville Notch, N. H.

WHITE MOUNTAINS
IRON MOUNTAIN HOUSE

JACKSON, N. H. OPEN MAY 29 to NOV. 1.
Rooms in suites with private baths. Spacious. Amenities to Automobile Parties. Open for winter parties from Dec. 20 to March 1. Booklet. W. A. MESERVE, Proprietor.

PITMAN HALL, Intervale, N. H.
ONE of the White mts. famous houses, excellent fishing, golf, tennis, orchestra, fresh vegetables from the house farm; an automobile center. WALTER PITMAN, Prop.

MASSACHUSETTS

Santuit
House
and COTTAGES
Jas. WEBB
Proprietor

Mass.

Delightful

location

and

climate;

golf,

boating,

fishing.

Harbor

attractive

for

motor

boating.

Booklets.

Good

roads

for

automobile.

MASSACHUSETTS

THORNDIKE
HOTEL

BOSTON

BOYLSTON STREET

UPP PUBLIC GARDEN

COLUMBUS AVE

PROVIDENCE ST.

CHURCH ST.

ARLINGTON ST.

Public Garden

COMMONWEALTH AV.

Park Sq.

PROVIDENCE ST.

COLUMBUS AVE

BOYLSTON ST.

ARLINGTON ST.

Public Garden

COMMONWEALTH AV.

Park Sq.

PROVIDENCE ST.

COLUMBUS AVE

BOYLSTON ST.

ARLINGTON ST.

Public Garden

COMMONWEALTH AV.

Park Sq.

PROVIDENCE ST.

COLUMBUS AVE

BOYLSTON ST.

ARLINGTON ST.

Public Garden

COMMONWEALTH AV.

Park Sq.

PROVIDENCE ST.

COLUMBUS AVE

BOYLSTON ST.

ARLINGTON ST.

Public Garden

COMMONWEALTH AV.

Park Sq.

PROVIDENCE ST.

COLUMBUS AVE

BOYLSTON ST.

ARLINGTON ST.

Public Garden

COMMONWEALTH AV.

Park Sq.

PROVIDENCE ST.

COLUMBUS AVE

BOYLSTON ST.

ARLINGTON ST.

Public Garden

COMMONWEALTH AV.

Park Sq.

PROVIDENCE ST.

COLUMBUS AVE

BOYLSTON ST.

ARLINGTON ST.

Public Garden

COMMONWEALTH AV.

Park Sq.

PROVIDENCE ST.

COLUMBUS AVE

BOYLSTON ST.

ARLINGTON ST.

Public Garden

COMMONWEALTH AV.

Park Sq.

PROVIDENCE ST.

COLUMBUS AVE

BOYLSTON ST.

ARLINGTON ST.

Public Garden

COMMONWEALTH AV.

Park Sq.

PROVIDENCE ST.

COLUMBUS AVE

BOYLSTON ST.

ARLINGTON ST.

Public Garden

COMMONWEALTH AV.

Park Sq.

PROVIDENCE ST.

COLUMBUS AVE

BOYLSTON ST.

ARLINGTON ST.

Public Garden

COMMONWEALTH AV.

Park Sq.

PROVIDENCE ST.

COLUMBUS AVE

BOYLSTON ST.

ARLINGTON ST.

Public Garden

COMMONWEALTH AV.

Park Sq.

PROVIDENCE ST.

COLUMBUS AVE

BOYLSTON ST.

ARLINGTON ST.

Public Garden

COMMONWEALTH AV.

Park Sq.

PROVIDENCE ST.

COLUMBUS AVE

BOYLSTON ST.

ARLINGTON ST.

Public Garden

COMMONWEALTH AV.

Park Sq.

PROVIDENCE ST.

COLUMBUS AVE

BOYLSTON ST.

ARLINGTON ST.

Public Garden

COMMONWEALTH AV.

Park Sq.

PROVIDENCE ST.

COLUMBUS AVE

BOYLSTON ST.

ARLINGTON ST.

Public Garden

COMMONWEALTH AV.

Park Sq.

PROVIDENCE ST.

COLUMBUS AVE

BOYLSTON ST.

ARLINGTON ST.

Public Garden

COMMONWEALTH AV.

Park Sq.

PROVIDENCE ST.

COLUMBUS AVE

BOYLSTON ST.

ARLINGTON ST.

Public Garden

COMMONWEALTH AV.

Park Sq.

PROVIDENCE ST.

COLUMBUS AVE

BOYLSTON ST.

ARLINGTON ST.

Public Garden

COMMONWEALTH AV.

Park Sq.

PROVIDENCE ST.

COLUMBUS AVE

BOYLSTON ST.

ARLINGTON ST.

Public Garden

COMMONWEALTH AV.

Park Sq.

PROVIDENCE ST.

COLUMBUS AVE

BOYLSTON ST.

ARLINGTON ST.

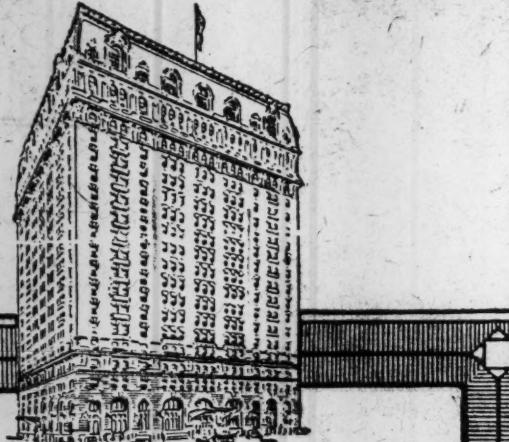
Public Garden

FOR MONITOR READERS WHO TRAVEL

Leading Hotels, Resorts, Restaurants

ILLINOIS

ILLINOIS

Hotel La Salle
Chicago's Finest Hotel

PEACE, quiet and beauty blended with perfect hotel service. In the heart of Chicago's best activities. Close to financial, theatre and shopping districts. A place of exclusive atmosphere, which you will enjoy.

RATES:

One Person	Per Day	Two persons	Per Day
Room with detached Bath	\$2 to \$3	Room with detached Bath	\$2 to \$3
Room with private Bath	\$3 to \$5	Room with private Bath	\$3 to \$5
Connecting rooms and suites as desired.			

LA SALLE AT MADISON ST. - CHICAGO

ILLINOIS

ILLINOIS

ILLINOIS

ILLINOIS

ILLINOIS



THE BLACKSTONE—CHICAGO—THE HOUSE OF HARMONY

As beautiful within as without. And it costs no more to stay there than at any other hotel of the first class.

THE DRAKE HOTEL CO., Owners and Managers.

HOTEL METROPOLE
CHICAGO

Located on Michigan Boulevard at 23rd Street within 10 minutes of shopping district. Outlines and service of particular excellence. An ideal hotel for transient or permanent guests.

HOTEL & WARDEN

MICHIGAN

MICHIGAN

HOTEL CHARLEVOIX
DETROIT, MICH.

200 Rooms. 150 with Baths. 20 Suites—Bedroom, Parlor and Bath.

ABSOLUTELY FIREPROOF

Ideal location, away from all noises of street traffic, yet in the very center. Most desirable for tourists.

Rates—\$1.00 and \$1.50 without baths. \$1.50 and up with baths. Suites, correspondingly. Moderate price cafe.

GRINNELL BROS., Props.
RENO G. HOAG, Mgr.

CALIFORNIA

Palace Hotel

The Historic Court
A legacy of the past.
A symbol of the future.

The Fairmont

The Crown of San Francisco
Commanding the most
MAJESTIC SCENERY in the WORLD

San Francisco, Cal.



This hotel has been conceded to be "the farthest advance of science in hotel service." Perfection of service means economy to the guest. The really economical place to stay at is a first-class hotel that offers a moderate rate.

Under the Management of James Woods

UTAH



Salt Lake City

400 ROOMS.
FIREPROOF.

\$1.50 UP. EUROPEAN.

Opened June 3, 1911.

WISCONSIN



FOREST LAKE RESORT

CAMPBELLSPORT, WIS., offers its guests the best of rest and recreation. No liquor and plenty of good, pure, analyzed drinking water. Send for booklet. C. N. TROMPEN, Prop., 120 E. 11th St., Chicago.

MINNESOTA



The Arlington Hotel

Santa Barbara, California

A New Hotel Composed of Concrete, Brick and Steel

Catering to tourist and Commercial Patronage

PERPETUAL MILD CLIMATE

E. P. DUNN, Lessee

TO HOTEL MEN!

Splendid opening for good hotel, temperance city of 15,000 inhabitants; beautiful location; citizens will cooperate. Address BOARD OF TRADE, POMONA, CALIFORNIA

A HOTEL THAT IS DIFFERENT

ABSOLUTELY FIREPROOF

Arlington Hotel

Santa Barbara, California

A New Hotel Composed of Concrete, Brick and Steel

Catering to tourist and Commercial Patronage

PERPETUAL MILD CLIMATE

E. P. DUNN, Lessee

The West Hotel
MINNEAPOLIS, MINN.

Corner Hennepin Avenue and
Fifth Street

Most Prominent Corner in the City

Largest and best known
European hotel in the Great
Northwest. Finest lobby in
the world.

Club Breakfasts
from 30 to 60 cts.
Noon-day Lunches
from 30 to 60 cts.
Dinner
\$1.00

Thoroughly modern and fireproof.
On all car lines.
400 rooms, 200 rooms with bath.
Sample rooms unequalled.
Running artesian water in all
rooms.
Music every evening.
RATES \$1.00 PER DAY AND UP.

GOOD CAFE AT MODERATE PRICES

GEO. R. KIBBE - Manager

TWO BLOCKS FROM UNION DEPOT
Street Cars to All Points of the City

EUROPEAN PLAN
Monitor readers will receive every attention

RATES \$1.00 to \$1.50 PER DAY
WITH BATH \$1.50 to \$2.00 PER DAY

GOOD CAFE AT MODERATE PRICES

GEO. R. KIBBE - Manager

MINNESOTA

MINNESOTA

Merchants Hotel
Saint Paul, Minn.

EUROPEAN PLAN
Monitor readers will receive every attention

RATES \$1.00 to \$1.50 PER DAY
WITH BATH \$1.50 to \$2.00 PER DAY

GOOD CAFE AT MODERATE PRICES

GEO. R. KIBBE - Manager

TWO BLOCKS FROM UNION DEPOT
Street Cars to All Points of the CityEUROPEAN PLAN
Monitor readers will receive every attentionRATES \$1.00 to \$1.50 PER DAY
WITH BATH \$1.50 to \$2.00 PER DAY

GOOD CAFE AT MODERATE PRICES

GEO. R. KIBBE - Manager

TWO BLOCKS FROM UNION DEPOT
Street Cars to All Points of the CityEUROPEAN PLAN
Monitor readers will receive every attentionRATES \$1.00 to \$1.50 PER DAY
WITH BATH \$1.50 to \$2.00 PER DAY

GOOD CAFE AT MODERATE PRICES

GEO. R. KIBBE - Manager

TWO BLOCKS FROM UNION DEPOT
Street Cars to All Points of the CityEUROPEAN PLAN
Monitor readers will receive every attentionRATES \$1.00 to \$1.50 PER DAY
WITH BATH \$1.50 to \$2.00 PER DAY

GOOD CAFE AT MODERATE PRICES

GEO. R. KIBBE - Manager

TWO BLOCKS FROM UNION DEPOT
Street Cars to All Points of the CityEUROPEAN PLAN
Monitor readers will receive every attentionRATES \$1.00 to \$1.50 PER DAY
WITH BATH \$1.50 to \$2.00 PER DAY

GOOD CAFE AT MODERATE PRICES

GEO. R. KIBBE - Manager

TWO BLOCKS FROM UNION DEPOT
Street Cars to All Points of the CityEUROPEAN PLAN
Monitor readers will receive every attentionRATES \$1.00 to \$1.50 PER DAY
WITH BATH \$1.50 to \$2.00 PER DAY

GOOD CAFE AT MODERATE PRICES

GEO. R. KIBBE - Manager

TWO BLOCKS FROM UNION DEPOT
Street Cars to All Points of the CityEUROPEAN PLAN
Monitor readers will receive every attentionRATES \$1.00 to \$1.50 PER DAY
WITH BATH \$1.50 to \$2.00 PER DAY

GOOD CAFE AT MODERATE PRICES

GEO. R. KIBBE - Manager

TWO BLOCKS FROM UNION DEPOT
Street Cars to All Points of the CityEUROPEAN PLAN
Monitor readers will receive every attentionRATES \$1.00 to \$1.50 PER DAY
WITH BATH \$1.50 to \$2.00 PER DAY

GOOD CAFE AT MODERATE PRICES

GEO. R. KIBBE - Manager

TWO BLOCKS FROM UNION DEPOT
Street Cars to All Points of the CityEUROPEAN PLAN
Monitor readers will receive every attentionRATES \$1.00 to \$1.50 PER DAY
WITH BATH \$1.50 to \$2.00 PER DAY

GOOD CAFE AT MODERATE PRICES

GEO. R. KIBBE - Manager

TWO BLOCKS FROM UNION DEPOT
Street Cars to All Points of the CityEUROPEAN PLAN
Monitor readers will receive every attentionRATES \$1.00 to \$1.50 PER DAY
WITH BATH \$1.50 to \$2.00 PER DAY

GOOD CAFE AT MODERATE PRICES

GEO. R. KIBBE - Manager

TWO BLOCKS FROM UNION DEPOT
Street Cars to All Points of the CityEUROPEAN PLAN
Monitor readers will receive every attentionRATES \$1.00 to \$1.50 PER DAY
WITH BATH \$1.50 to \$2.00 PER DAY

GOOD CAFE AT MODERATE PRICES

GEO. R. KIBBE - Manager

TWO BLOCKS FROM UNION DEPOT
Street Cars to All Points of the CityEUROPEAN PLAN
Monitor readers will receive every attentionRATES \$1.00 to \$1.50 PER DAY
WITH BATH \$1.50 to \$2.00 PER DAY

GOOD CAFE AT MODERATE PRICES

GEO. R. KIBBE - Manager

TWO BLOCKS FROM UNION DEPOT
Street Cars to All Points of the CityEUROPEAN PLAN
Monitor readers will receive every attentionRATES \$1.00 to \$1.50 PER DAY
WITH BATH \$1.50 to \$2.00 PER DAY

GOOD CAFE AT MODERATE PRICES

GEO. R. KIBBE - Manager

TWO BLOCKS FROM UNION DEPOT
Street Cars to All Points of the CityEUROPEAN PLAN
Monitor readers will receive every attentionRATES \$1.00 to \$1.50 PER DAY
WITH BATH \$1.50 to \$2.00 PER DAY

GOOD CAFE AT MODERATE PRICES

GEO. R. KIBBE - Manager

TWO BLOCKS FROM UNION DEPOT
Street Cars to All Points of the CityEUROPEAN PLAN
Monitor readers will receive every attentionRATES \$1.00 to \$1.50 PER DAY
WITH BATH \$1.50 to \$2.00 PER DAY

GOOD CAFE AT MODERATE PRICES

GEO. R. KIBBE - Manager

TWO BLOCKS FROM UNION DEPOT
Street Cars to All Points of the CityEUROPEAN PLAN
Monitor readers will receive every attention

*****RATES*****

One insertion 12c a line; three or more insertions, 10c a line. No advertisement taken for less than three lines

WOMEN'S SPECIALTIES

WOMEN'S SPECIALTIES



Advance
Summer
Sale

BRASSIERES

50c to \$6.00

Variety of Patterns in Serviceable Materials,
With Dainty Trimmings of Lace
and Hamburg.

Harriette Haynes Pierce

3 Temple Place

Boston

APARTMENTS TO LET

Gainsborough Street

Attractive suites of five to seven rooms. Heat, continuous hot water, janitor service, etc. supplied.

\$575 to \$725 PER YEAR.

Apply to

E. E. MARDEN,
60 GAINSBOROUGH STREET, or
EDWARD PEIRCE,
10 BROAD STREET. ROOM 5

BACK BAY
Reduced Rents

From June 1st to Oct. 1st

1 and 2-Room Bath and Kitchen Suites
The Ansonia Apartments, 16, 18 and 20 Westland Ave., within 75 yards of corner Mass. and Huntington Aves.; best constructed, light housekeeping suites in Boston; your careful inspection of the construction, character, appointments and service invited. Apply to Janitor or Trustee. H. L. NASON, 55 Congress street.

Best Brookline
Apartments to Let

Either furnished or unfurnished, on short or long term. Exclusive section; most attractive house; suites contain 2 or 3 rooms and bath; 9 rooms and 3 baths; every improvement and convenience; rents reasonable. Apply

J. EDWARD KIRK
Village Sq., Brookline; tel. 3030-3131

GARRISON HALL

Garrison St. Absolutely Fireproof.

SUITES of 2, 3 and 4 rooms and bath, furnished or unfurnished; rates by day, week or month. Cape American and European plan; 3 minutes' walk to Back Bay and Huntington Ave. railroad station; 6 minutes to shops and theatres. Tel. Back Bay 3335. LOUIS FURRY, Mgr.

SMALL SUITES

ESPECIALLY ATTRACTIVE—2 rooms and bath, janitor and elevator service, electric light, steam heat. Apply to Janitor, 304 Mass. Ave., or WILLIAMS & BANGS, 18 Tremont St., Boston.

BACK BAY SUITES

SEVEN ROOMS, 2 BATHS, 2 KITCHENS,
25 COMMONWEALTH AVE.
COR. ST. MARY'S ST.

TO LET—1, 2, 3-room suites, with bath and kitchenette; extra large rooms, fully furnished. Apply on the premises.

FINE OPPORTUNITY for party visiting Boston for July and Aug., furnished apartment of 6 rooms and bath, modern conveniences, rent reduced, due 1st; on June 1st, 20¢ a ride from Back Bay; reference, 109 Summer St., Somerville.

LADY wishes to sublet furnished apartment for the summer; 7 rooms, bath, continuous hot water; near garage; 20¢ a ride from Back Bay; 10¢ a ride from 109 Summer St., Somerville.

FOR RENT in one of Boston's most attractive suburbs, 15 minutes' ride from Boston, small furnished apartment, cool and airy. Miss E. L. WINSTON, Webster St., Webster St., Brookline. Tel. 2818-1.

FOR RENT—July, Aug. and Sept., very desirable, cool furnished apartment, 10 rooms, 2 baths. For particulars apply on premises. Winthrop road and Beacon St., Suite 1.

CAMBRIDGE—On Subway lines at 51 Fairfield and 55 Pemberton, 2 new corner apartments, 5 and 6 rooms, shower bath, eat-in, floors, halls, carpeted, etc., nice lawn, \$20 and up.

BENJAMIN COURT—101—MASSACHUSETTS AV., near Harvard College and new subway. First-class apartments. Apply to Janitor or tel. Cambridge 2340 or 175-1.

TO LET—Overlooking Fenway Gardens, handsome 4-room flat, all modern conveniences, fully furnished. HOTEL GREEN, Suite 5, 78 Westland Ave.

SMALL, FURNISHED APARTMENT to sublet, 48 Westland Ave., Suite 22. Tel. N. B. 6006-M.

Classified Advertisements

Answers may be sent to New York Office, 2092-2093 Metropolitan Bldg., 1 Madison Ave., or Chicago Office, 750 People's Gas Bldg., Michigan Ave. and Adams St.

*****TELEPHONE*****

Your advertisement to 4880 Back Bay, or, if preferred, a representative will call on you to discuss advertising

WOMEN'S SPECIALTIES

WOMEN'S SPECIALTIES

ROOMS—NEW YORK

Miss Jane E. Rankin
122 West 71st St.
NEW YORK.
ROOMS TABLE BOARD

BUSINESS WOMAN will share her attractive, cool apartment with another woman. Miss LOCKE, 150 W. 104th st. Suite—1000, 10th floor, 10th floor, convenient elevated subway; kitchen privileges; tel. HARLOW, 219 W. 104th st.

ROOMS
FURNISHED ROOMS
Helvetia Chambers

BROOKLINE—Two pleasant, attractive furnished rooms, desirable location, in corner suite; refined family; 5 minutes to trolley and trains. Address C. R. BROWN, Gen. Delivery, Brookline, Mass.

CEDARWOOD ST., 174—A quiet, refined home with spacious grounds, tennis, etc., single and connecting rooms, b. w. heat. Board optional. Tel. Rox. 2105-4.

GAINSBORO ST., 102, Suite 2—Newly furnished home-like room in modern apartment house. Tel. Rox. 2105-4.

GAINSBORO ST., 86—Large front room furnished. All conveniences. Suite 4. Tel. Back Bay 1127-J.

HUNTINGTON AVE., 215, Suite 3—Furnished front room, comfortable; by water; by water; or telephone. Tel. Rox. 2105-4.

MRS. H. A. HILDRETH, 131 Newbury St., executive apartment; guest will find every comfort of a private home; large rooms with all modern improvements and fine home table. Tel. Rox. 2105-4.

NEWBURY ST., 9—Overlooking the Public Garden; lovely furnished room, tourist; address. Tel. Rox. 2105-4.

PINECRANE ST., 80, facing Louisburg sq.—very large double parlors, second floor; would like to let them by the year; also single room.

ROOM REGISTRY
HUNTINGTON REAL ESTATE CO.,
30 Huntington Ave., Room 208.

ST. BOTOLPH ST., 94—Outsider rooms, \$3 up; c. h. w. bath on each floor; servants accommodated. Tel. Rox. 2105-4.

ST. MARY'S AVE., 20—Pleasant rooms in large room of top floor; 1 room for light housekeeping; terms reasonable. MRS. CLARA E. CHOATE.

NEWBURY ST., 9—Overlooking the Public Garden; lovely furnished room, tourist; address. Tel. Rox. 2105-4.

PINECRANE ST., 80, facing Louisburg sq.—very large double parlors, second floor; would like to let them by the year; also single room.

ROOM REGISTRY
HUNTINGTON REAL ESTATE CO.,
30 Huntington Ave., Room 208.

ST. BOTOLPH ST., 94—Outsider rooms, \$3 up; c. h. w. bath on each floor; servants accommodated. Tel. Rox. 2105-4.

ST. MARY'S AVE., 20—Pleasant rooms in large room of top floor; 1 room for light housekeeping; terms reasonable. MRS. CLARA E. CHOATE.

NEWBURY ST., 9—Overlooking the Public Garden; lovely furnished room, tourist; address. Tel. Rox. 2105-4.

PINECRANE ST., 80, facing Louisburg sq.—very large double parlors, second floor; would like to let them by the year; also single room.

ROOM REGISTRY
HUNTINGTON REAL ESTATE CO.,
30 Huntington Ave., Room 208.

ST. BOTOLPH ST., 94—Outsider rooms, \$3 up; c. h. w. bath on each floor; servants accommodated. Tel. Rox. 2105-4.

ST. MARY'S AVE., 20—Pleasant rooms in large room of top floor; 1 room for light housekeeping; terms reasonable. MRS. CLARA E. CHOATE.

NEWBURY ST., 9—Overlooking the Public Garden; lovely furnished room, tourist; address. Tel. Rox. 2105-4.

PINECRANE ST., 80, facing Louisburg sq.—very large double parlors, second floor; would like to let them by the year; also single room.

ROOM REGISTRY
HUNTINGTON REAL ESTATE CO.,
30 Huntington Ave., Room 208.

ST. BOTOLPH ST., 94—Outsider rooms, \$3 up; c. h. w. bath on each floor; servants accommodated. Tel. Rox. 2105-4.

ST. MARY'S AVE., 20—Pleasant rooms in large room of top floor; 1 room for light housekeeping; terms reasonable. MRS. CLARA E. CHOATE.

NEWBURY ST., 9—Overlooking the Public Garden; lovely furnished room, tourist; address. Tel. Rox. 2105-4.

PINECRANE ST., 80, facing Louisburg sq.—very large double parlors, second floor; would like to let them by the year; also single room.

ROOM REGISTRY
HUNTINGTON REAL ESTATE CO.,
30 Huntington Ave., Room 208.

ST. BOTOLPH ST., 94—Outsider rooms, \$3 up; c. h. w. bath on each floor; servants accommodated. Tel. Rox. 2105-4.

ST. MARY'S AVE., 20—Pleasant rooms in large room of top floor; 1 room for light housekeeping; terms reasonable. MRS. CLARA E. CHOATE.

NEWBURY ST., 9—Overlooking the Public Garden; lovely furnished room, tourist; address. Tel. Rox. 2105-4.

PINECRANE ST., 80, facing Louisburg sq.—very large double parlors, second floor; would like to let them by the year; also single room.

ROOM REGISTRY
HUNTINGTON REAL ESTATE CO.,
30 Huntington Ave., Room 208.

ST. BOTOLPH ST., 94—Outsider rooms, \$3 up; c. h. w. bath on each floor; servants accommodated. Tel. Rox. 2105-4.

ST. MARY'S AVE., 20—Pleasant rooms in large room of top floor; 1 room for light housekeeping; terms reasonable. MRS. CLARA E. CHOATE.

NEWBURY ST., 9—Overlooking the Public Garden; lovely furnished room, tourist; address. Tel. Rox. 2105-4.

PINECRANE ST., 80, facing Louisburg sq.—very large double parlors, second floor; would like to let them by the year; also single room.

ROOM REGISTRY
HUNTINGTON REAL ESTATE CO.,
30 Huntington Ave., Room 208.

ST. BOTOLPH ST., 94—Outsider rooms, \$3 up; c. h. w. bath on each floor; servants accommodated. Tel. Rox. 2105-4.

ST. MARY'S AVE., 20—Pleasant rooms in large room of top floor; 1 room for light housekeeping; terms reasonable. MRS. CLARA E. CHOATE.

NEWBURY ST., 9—Overlooking the Public Garden; lovely furnished room, tourist; address. Tel. Rox. 2105-4.

PINECRANE ST., 80, facing Louisburg sq.—very large double parlors, second floor; would like to let them by the year; also single room.

ROOM REGISTRY
HUNTINGTON REAL ESTATE CO.,
30 Huntington Ave., Room 208.

ST. BOTOLPH ST., 94—Outsider rooms, \$3 up; c. h. w. bath on each floor; servants accommodated. Tel. Rox. 2105-4.

ST. MARY'S AVE., 20—Pleasant rooms in large room of top floor; 1 room for light housekeeping; terms reasonable. MRS. CLARA E. CHOATE.

NEWBURY ST., 9—Overlooking the Public Garden; lovely furnished room, tourist; address. Tel. Rox. 2105-4.

PINECRANE ST., 80, facing Louisburg sq.—very large double parlors, second floor; would like to let them by the year; also single room.

ROOM REGISTRY
HUNTINGTON REAL ESTATE CO.,
30 Huntington Ave., Room 208.

ST. BOTOLPH ST., 94—Outsider rooms, \$3 up; c. h. w. bath on each floor; servants accommodated. Tel. Rox. 2105-4.

ST. MARY'S AVE., 20—Pleasant rooms in large room of top floor; 1 room for light housekeeping; terms reasonable. MRS. CLARA E. CHOATE.

NEWBURY ST., 9—Overlooking the Public Garden; lovely furnished room, tourist; address. Tel. Rox. 2105-4.

PINECRANE ST., 80, facing Louisburg sq.—very large double parlors, second floor; would like to let them by the year; also single room.

ROOM REGISTRY
HUNTINGTON REAL ESTATE CO.,
30 Huntington Ave., Room 208.

ST. BOTOLPH ST., 94—Outsider rooms, \$3 up; c. h. w. bath on each floor; servants accommodated. Tel. Rox. 2105-4.

ST. MARY'S AVE., 20—Pleasant rooms in large room of top floor; 1 room for light housekeeping; terms reasonable. MRS. CLARA E. CHOATE.

NEWBURY ST., 9—Overlooking the Public Garden; lovely furnished room, tourist; address. Tel. Rox. 2105-4.

PINECRANE ST., 80, facing Louisburg sq.—very large double parlors, second floor; would like to let them by the year; also single room.

ROOM REGISTRY
HUNTINGTON REAL ESTATE CO.,
30 Huntington Ave., Room 208.

ST. BOTOLPH ST., 94—Outsider rooms, \$3 up; c. h. w. bath on each floor; servants accommodated. Tel. Rox. 2105-4.

ST. MARY'S AVE., 20—Pleasant rooms in large room of top floor; 1 room for light housekeeping; terms reasonable. MRS. CLARA E. CHOATE.

NEWBURY ST., 9—Overlooking the Public Garden; lovely furnished room, tourist; address. Tel. Rox. 2105-4.

PINECRANE ST., 80, facing Louisburg sq.—very large double parlors, second floor; would like to let them by the year; also single room.

ROOM REGISTRY
HUNTINGTON REAL ESTATE CO.,
30 Huntington Ave., Room 208.

ST. BOTOLPH ST., 94—Outsider rooms, \$3 up; c. h. w. bath on each floor; servants accommodated. Tel. Rox. 2105-4.

ST. MARY'S AVE., 20—Pleasant rooms in large room of top floor; 1 room for light housekeeping; terms reasonable. MRS. CLARA E. CHOATE.

NEWBURY ST., 9—Overlooking the Public Garden; lovely furnished room, tourist; address. Tel. Rox. 2105-4.

PINECRANE ST., 80, facing Louisburg sq.—very large double parlors, second floor; would like to let them by the year; also

Telephone

Your advertisement to 4880 B. B.
or, if preferred, a representative
will call to discuss advertising

REAL ESTATE

REAL ESTATE

MERRYMOUNT ON QUINCY BAY

This tract of land is the first sub-division of the Homestead of the late John Quincy Adams.

It has been divided into sites delightfully adapted for permanent or summer homes by landscape architects for Chas. Francis Adams and Arthur Adams, Trustees.

The development will be first class in every respect, with granolithic sidewalks, shade trees and boat landings.

Merrymount is adjacent to trolley lines and within a few minutes' walk of Quincy R. R. Station.

It will enjoy gas, water, electricity and all facilities.

Liberal part payment accommodations afforded. You are cordially invited to look over the property. Plans of estate, with sub-division marked, mailed on request.

Salesmen on ground week-days from 2 to 5 P. M. Sunday all day. Take Sea Street cars from Quincy Square. Get off at Merrymount.

H. T. WHITMAN, Agent

220 Devonshire Street, Boston

Telephone Fort Hill 591

REAL ESTATE

REAL ESTATE



28 Kenwood Ave
Ashton Park

NEWTON CENTRE

FOR SALE—Corner estate in this exclusive section. Will be sold for one-half the original cost to close an account.

Beautiful house, stable and garage and 30,000 feet of land.

Apply to Owner, A. E. NAVIN, 757 Washington St., Boston

Winchester—Rangeley

We are offering the residences and lots in this select portion of Winchester for sale at reasonable prices. We will build to suit a purchaser and sell on easy terms. All the land in this Park will be sold subject to suitable restrictions. It is the most accessible and central residence property in the town for sale; no part of it is more than 6 min. from the depot.

Sewall E. Newman

18 TREMONT ST.

Kimball Building. Tel. Conn.

F FARMS

DUXBURY—400 feet bordering on the salt water, land all available for building houses in any part of the town, convenient to RR sta. and churches of all denominations, five minutes to schools; well water, pump in house, buildings in good condition; 2-story house, barn, stable, garage, 200 ft. from RR, 1800 ft. with lean-to, this is the only property we know of that can be obtained on the shore; look this over; price \$4000. Details LEGG & HALL, 60 State St.

SHARON—100 acres one mile to RR sta., schools and churches; one acre of land, beautiful shade, one of the best orchards in Sharon, town water, buildings in good condition; 2-story house of 14 rooms, barn, stable, garage, 200 ft. from RR, 1800 ft. with lean-to, this is the only property we know of that can be obtained on the shore; look this over; price \$4000. Details LEGG & HALL, 60 State St.

ASHLAND—1½ miles to South Framingham, 5 minutes to electrics; 9-acre poultry farm, land all tillage, 1000 thriving chickens, 1000 lbs. of eggs, 1000 lbs. of cherries and grapes for home use; two cows and three horses; 11-room house, with hot and cold water, hot-water heat, bath, etc.; 200 ft. from RR, 1800 ft. with lean-to; practically new; with a fine outbuildings; barn and yards to accommodate 1000 men; this is a fine country estate and 1½ miles to lake; finest location to be found; \$3000. Details LEGG & HALL, 60 State St.

60-ACRE STOCK FARM, 28 miles from Boston, in a good live town, ½ mile from RR, schools, churches, etc.; plenty of fruit for home use; brook runs through farm, occupied by the owner; 9-room house with good cellar; barn connected by shed; barn 20x35, tool house and wagon shed; price includes \$3000. Details LEGG & HALL, 60 State St. plows, harrow, cultivator, hay rake, mowing machine, farm wagon and all farming tools, together with acres of crops. \$4000. cash. Details LEGG & HALL, 60 State St.

60-ACRE STOCK FARM, 28 miles from Boston, in a good live town, ½ mile from RR, schools, churches, etc.; plenty of fruit for home use; brook runs through farm, occupied by the owner; 9-room house with good cellar; barn connected by shed; barn 20x35, tool house and wagon shed; price includes \$3000. Details LEGG & HALL, 60 State St.

60-ACRE STOCK FARM, 28 miles from Boston, in a good live town, ½ mile from RR, schools, churches, etc.; plenty of fruit for home use; brook runs through farm, occupied by the owner; 9-room house with good cellar; barn connected by shed; barn 20x35, tool house and wagon shed; price includes \$3000. Details LEGG & HALL, 60 State St.

60-ACRE STOCK FARM, 28 miles from Boston, in a good live town, ½ mile from RR, schools, churches, etc.; plenty of fruit for home use; brook runs through farm, occupied by the owner; 9-room house with good cellar; barn connected by shed; barn 20x35, tool house and wagon shed; price includes \$3000. Details LEGG & HALL, 60 State St.

60-ACRE STOCK FARM, 28 miles from Boston, in a good live town, ½ mile from RR, schools, churches, etc.; plenty of fruit for home use; brook runs through farm, occupied by the owner; 9-room house with good cellar; barn connected by shed; barn 20x35, tool house and wagon shed; price includes \$3000. Details LEGG & HALL, 60 State St.

60-ACRE STOCK FARM, 28 miles from Boston, in a good live town, ½ mile from RR, schools, churches, etc.; plenty of fruit for home use; brook runs through farm, occupied by the owner; 9-room house with good cellar; barn connected by shed; barn 20x35, tool house and wagon shed; price includes \$3000. Details LEGG & HALL, 60 State St.

60-ACRE STOCK FARM, 28 miles from Boston, in a good live town, ½ mile from RR, schools, churches, etc.; plenty of fruit for home use; brook runs through farm, occupied by the owner; 9-room house with good cellar; barn connected by shed; barn 20x35, tool house and wagon shed; price includes \$3000. Details LEGG & HALL, 60 State St.

60-ACRE STOCK FARM, 28 miles from Boston, in a good live town, ½ mile from RR, schools, churches, etc.; plenty of fruit for home use; brook runs through farm, occupied by the owner; 9-room house with good cellar; barn connected by shed; barn 20x35, tool house and wagon shed; price includes \$3000. Details LEGG & HALL, 60 State St.

60-ACRE STOCK FARM, 28 miles from Boston, in a good live town, ½ mile from RR, schools, churches, etc.; plenty of fruit for home use; brook runs through farm, occupied by the owner; 9-room house with good cellar; barn connected by shed; barn 20x35, tool house and wagon shed; price includes \$3000. Details LEGG & HALL, 60 State St.

60-ACRE STOCK FARM, 28 miles from Boston, in a good live town, ½ mile from RR, schools, churches, etc.; plenty of fruit for home use; brook runs through farm, occupied by the owner; 9-room house with good cellar; barn connected by shed; barn 20x35, tool house and wagon shed; price includes \$3000. Details LEGG & HALL, 60 State St.

60-ACRE STOCK FARM, 28 miles from Boston, in a good live town, ½ mile from RR, schools, churches, etc.; plenty of fruit for home use; brook runs through farm, occupied by the owner; 9-room house with good cellar; barn connected by shed; barn 20x35, tool house and wagon shed; price includes \$3000. Details LEGG & HALL, 60 State St.

60-ACRE STOCK FARM, 28 miles from Boston, in a good live town, ½ mile from RR, schools, churches, etc.; plenty of fruit for home use; brook runs through farm, occupied by the owner; 9-room house with good cellar; barn connected by shed; barn 20x35, tool house and wagon shed; price includes \$3000. Details LEGG & HALL, 60 State St.

60-ACRE STOCK FARM, 28 miles from Boston, in a good live town, ½ mile from RR, schools, churches, etc.; plenty of fruit for home use; brook runs through farm, occupied by the owner; 9-room house with good cellar; barn connected by shed; barn 20x35, tool house and wagon shed; price includes \$3000. Details LEGG & HALL, 60 State St.

60-ACRE STOCK FARM, 28 miles from Boston, in a good live town, ½ mile from RR, schools, churches, etc.; plenty of fruit for home use; brook runs through farm, occupied by the owner; 9-room house with good cellar; barn connected by shed; barn 20x35, tool house and wagon shed; price includes \$3000. Details LEGG & HALL, 60 State St.

60-ACRE STOCK FARM, 28 miles from Boston, in a good live town, ½ mile from RR, schools, churches, etc.; plenty of fruit for home use; brook runs through farm, occupied by the owner; 9-room house with good cellar; barn connected by shed; barn 20x35, tool house and wagon shed; price includes \$3000. Details LEGG & HALL, 60 State St.

60-ACRE STOCK FARM, 28 miles from Boston, in a good live town, ½ mile from RR, schools, churches, etc.; plenty of fruit for home use; brook runs through farm, occupied by the owner; 9-room house with good cellar; barn connected by shed; barn 20x35, tool house and wagon shed; price includes \$3000. Details LEGG & HALL, 60 State St.

60-ACRE STOCK FARM, 28 miles from Boston, in a good live town, ½ mile from RR, schools, churches, etc.; plenty of fruit for home use; brook runs through farm, occupied by the owner; 9-room house with good cellar; barn connected by shed; barn 20x35, tool house and wagon shed; price includes \$3000. Details LEGG & HALL, 60 State St.

60-ACRE STOCK FARM, 28 miles from Boston, in a good live town, ½ mile from RR, schools, churches, etc.; plenty of fruit for home use; brook runs through farm, occupied by the owner; 9-room house with good cellar; barn connected by shed; barn 20x35, tool house and wagon shed; price includes \$3000. Details LEGG & HALL, 60 State St.

60-ACRE STOCK FARM, 28 miles from Boston, in a good live town, ½ mile from RR, schools, churches, etc.; plenty of fruit for home use; brook runs through farm, occupied by the owner; 9-room house with good cellar; barn connected by shed; barn 20x35, tool house and wagon shed; price includes \$3000. Details LEGG & HALL, 60 State St.

60-ACRE STOCK FARM, 28 miles from Boston, in a good live town, ½ mile from RR, schools, churches, etc.; plenty of fruit for home use; brook runs through farm, occupied by the owner; 9-room house with good cellar; barn connected by shed; barn 20x35, tool house and wagon shed; price includes \$3000. Details LEGG & HALL, 60 State St.

60-ACRE STOCK FARM, 28 miles from Boston, in a good live town, ½ mile from RR, schools, churches, etc.; plenty of fruit for home use; brook runs through farm, occupied by the owner; 9-room house with good cellar; barn connected by shed; barn 20x35, tool house and wagon shed; price includes \$3000. Details LEGG & HALL, 60 State St.

60-ACRE STOCK FARM, 28 miles from Boston, in a good live town, ½ mile from RR, schools, churches, etc.; plenty of fruit for home use; brook runs through farm, occupied by the owner; 9-room house with good cellar; barn connected by shed; barn 20x35, tool house and wagon shed; price includes \$3000. Details LEGG & HALL, 60 State St.

60-ACRE STOCK FARM, 28 miles from Boston, in a good live town, ½ mile from RR, schools, churches, etc.; plenty of fruit for home use; brook runs through farm, occupied by the owner; 9-room house with good cellar; barn connected by shed; barn 20x35, tool house and wagon shed; price includes \$3000. Details LEGG & HALL, 60 State St.

60-ACRE STOCK FARM, 28 miles from Boston, in a good live town, ½ mile from RR, schools, churches, etc.; plenty of fruit for home use; brook runs through farm, occupied by the owner; 9-room house with good cellar; barn connected by shed; barn 20x35, tool house and wagon shed; price includes \$3000. Details LEGG & HALL, 60 State St.

60-ACRE STOCK FARM, 28 miles from Boston, in a good live town, ½ mile from RR, schools, churches, etc.; plenty of fruit for home use; brook runs through farm, occupied by the owner; 9-room house with good cellar; barn connected by shed; barn 20x35, tool house and wagon shed; price includes \$3000. Details LEGG & HALL, 60 State St.

60-ACRE STOCK FARM, 28 miles from Boston, in a good live town, ½ mile from RR, schools, churches, etc.; plenty of fruit for home use; brook runs through farm, occupied by the owner; 9-room house with good cellar; barn connected by shed; barn 20x35, tool house and wagon shed; price includes \$3000. Details LEGG & HALL, 60 State St.

60-ACRE STOCK FARM, 28 miles from Boston, in a good live town, ½ mile from RR, schools, churches, etc.; plenty of fruit for home use; brook runs through farm, occupied by the owner; 9-room house with good cellar; barn connected by shed; barn 20x35, tool house and wagon shed; price includes \$3000. Details LEGG & HALL, 60 State St.

60-ACRE STOCK FARM, 28 miles from Boston, in a good live town, ½ mile from RR, schools, churches, etc.; plenty of fruit for home use; brook runs through farm, occupied by the owner; 9-room house with good cellar; barn connected by shed; barn 20x35, tool house and wagon shed; price includes \$3000. Details LEGG & HALL, 60 State St.

60-ACRE STOCK FARM, 28 miles from Boston, in a good live town, ½ mile from RR, schools, churches, etc.; plenty of fruit for home use; brook runs through farm, occupied by the owner; 9-room house with good cellar; barn connected by shed; barn 20x35, tool house and wagon shed; price includes \$3000. Details LEGG & HALL, 60 State St.

60-ACRE STOCK FARM, 28 miles from Boston, in a good live town, ½ mile from RR, schools, churches, etc.; plenty of fruit for home use; brook runs through farm, occupied by the owner; 9-room house with good cellar; barn connected by shed; barn 20x35, tool house and wagon shed; price includes \$3000. Details LEGG & HALL, 60 State St.

60-ACRE STOCK FARM, 28 miles from Boston, in a good live town, ½ mile from RR, schools, churches, etc.; plenty of fruit for home use; brook runs through farm, occupied by the owner; 9-room house with good cellar; barn connected by shed; barn 20x35, tool house and wagon shed; price includes \$3000. Details LEGG & HALL, 60 State St.

60-ACRE STOCK FARM, 28 miles from Boston, in a good live town, ½ mile from RR, schools, churches, etc.; plenty of fruit for home use; brook runs through farm, occupied by the owner; 9-room house with good cellar; barn connected by shed; barn 20x35, tool house and wagon shed; price includes \$3000. Details LEGG & HALL, 60 State St.

60-ACRE STOCK FARM, 28 miles from Boston, in a good live town, ½ mile from RR, schools, churches, etc.; plenty of fruit for home use; brook runs through farm, occupied by the owner; 9-room house with good cellar; barn connected by shed; barn 20x35, tool house and wagon shed; price includes \$3000. Details LEGG & HALL, 60 State St.

60-ACRE STOCK FARM, 28 miles from Boston, in a good live town, ½ mile from RR, schools, churches, etc.; plenty of fruit for home use; brook runs through farm, occupied by the owner; 9-room house with good cellar; barn connected by shed; barn 20x35, tool house and wagon shed; price includes \$3000. Details LEGG & HALL, 60 State St.

60-ACRE STOCK FARM, 28 miles from Boston, in a good live town, ½ mile from RR, schools, churches, etc.; plenty of fruit for home use; brook runs through farm, occupied by the owner; 9-room house with good cellar; barn connected by shed; barn 20x35, tool house and wagon shed; price includes \$3000. Details LEGG & HALL, 60 State St.

60-ACRE STOCK FARM, 28 miles from Boston, in a good live town, ½ mile from RR, schools, churches, etc.; plenty of fruit for home use; brook runs through farm, occupied by the owner; 9-room house with good cellar; barn connected by shed; barn 20x35, tool house and wagon shed; price includes \$3000. Details LEGG & HALL, 60 State St.

60-ACRE STOCK FARM, 28 miles from Boston, in a good live town, ½ mile from RR, schools, churches, etc.; plenty of fruit for home use; brook runs through farm, occupied by the owner; 9-room house with good cellar; barn connected by shed; barn 20x35, tool house and wagon shed; price includes \$3000. Details LEGG & HALL, 60 State St.

60-ACRE STOCK FARM, 28 miles from Boston, in a good live town, ½ mile from RR, schools, churches, etc.; plenty of fruit for home use; brook runs through farm, occupied by the owner; 9-room house with good cellar; barn connected by shed; barn 20x35, tool house and wagon shed; price includes \$3000. Details LEGG & HALL, 60 State St.

60-ACRE STOCK FARM, 28 miles from Boston, in a good live town, ½ mile from RR, schools, churches, etc.; plenty of fruit for home use; brook runs through farm, occupied by the owner; 9-room house with good cellar; barn connected by shed; barn 20x35, tool house and wagon shed; price includes \$3000. Details LEGG & HALL, 60 State St.

60-ACRE STOCK FARM, 28 miles from Boston, in a good live town, ½ mile from RR, schools, churches, etc.; plenty of fruit for home use; brook runs through farm, occupied by the owner; 9-room house with good cellar; barn connected by shed; barn 20x35, tool house and wagon shed; price includes \$3000. Details LEGG & HALL, 60 State St.

60-ACRE STOCK FARM, 28 miles from Boston, in a good live town, ½ mile from RR, schools, churches, etc.; plenty of fruit for home use; brook runs through farm, occupied by the owner; 9-room house with good cellar; barn connected by shed; barn 20x35, tool house and wagon shed; price includes \$3000. Details LEGG & HALL, 60 State St.

60-ACRE STOCK FARM, 28 miles from Boston, in a good live town, ½ mile from RR, schools, churches, etc.; plenty of fruit for home use; brook runs through farm, occupied by the owner; 9-room house with good cellar; barn connected by shed; barn 20x35, tool house and wagon shed; price includes \$3000. Details LEGG & HALL, 60 State St.

SOMETHING FOR EVERYBODY EVERYWHERE

Buyers' Guide to Shops of Quality

Boston

ACCOUNT BOOKS

BARRY, HEALEY & CO., 108-110 Washington st., Boston.—Requisites demanded by the pennant of the office or in the home may be found at the BLANK BOOK CORNER, Phone Richmond 1482.

ANDIRONS

ANDIRONS, KITCHEN FURNISHINGS. B. F. MACY, 410 Boylston st., Boston. Tel. B. B. 3600.

ART

O. CUSUMANO, Importer, Florentine Specialties, 356 Boylston st., Boston; 36 East 21st st., New York.

ART CALENDARS DE LUXE

Also: Mailing Cards, Blotters and Post Cards. Exclusive monthly series for advertisers. RUPERT A. FRAIRAIN, 67 Dorchester Ave. Exten., Boston, Mass.

ARTIST

PICTURES, MOTTOS, SOUVENIRS. Celluloid Markers 25c. Steel 50c. Tearle Student's Desk \$2.50. Cat. free. JOHN H. TEARLE, 420 Boylston st., Boston, Mass.

ARTISTS' MATERIALS

CHILDREN'S NOVELTIES, Kindergarten, Souvenir Cards, Albums. MRS. J. C. WHITE'S, 18 Bromfield st., Boston.

AUTOMOBILE PAINTING

HIGH CLASS AUTOMOBILE painting and body work. Quality guaranteed. C. N. CURRIER, 150 Brookline st., Jan. Plain.

AUTOMOBILE TIRE REPAIRING

TIRE REPAIRING AND VULCANIZING. McDONALD RUBBER CO. Tel. 18A Tennyson st., rear of Motor Mart

AWNINGS, TENTS AND WINDOW SHADES

W. H. McLELLAN CO., 12 Canal st., Boston.—Awnings, Tents, Flags, Window Shades, Boat Covers, Wedding Canopies.

BIBLES

MASSACHUSETTS BIBLE SOCIETY, 41 Bromfield st., main address 12 Bowditch st., Boston. Largest assortment; lowest prices; various versions, languages and bindings. Send for catalogue 8.

BRASS CRAFT

J. B. HUNTER & CO., 60 Summer st., Boston. Mass. Utterly interesting. Send for catalogue.

BRUSH SHOPS

G. H. WORCESTER & CO., 25 Exchange st., off State st.—Brushes, Dusters and Brooms. Spoons and Chamois Skins.

CAMERAS AND CAMERA SUPPLIES

J. B. HUNTER & CO., 60 Summer st., Boston, Mass.—Best Cameras. Very fine developing and printing.

CARPET BEATING

ADAMS & SWETT CLEANSING CO., 100 Franklin, Natick. Cleaning, Vacuum Cleaning, 130 Kembel st., Roxbury. Tel. 1070.

RICHARD SMART

CARPET CLEANING. ORIENTAL RUG WORK. 4730 Camb. Telephones 2005 OX.

CLOTHING—WET WEATHER

MAIN COATS, AUTO COATS. Reliable merchandise for every specific use—Men's, Women's, Boys', Girls'. FRANKLIN RUBBER CO., 105 Summer st., Boston.

CUSTOM CORSETS

CLAFF CUSTOM CORSET—Custom made from \$12 up. 402 Boylston st., Madame Claff, custom corsetiere. Tel. B. B. 2975.

CUTLERY

J. B. HUNTER & CO., 60 Summer st., Boston—Best American, English and German makes.

DESIGNING

H. D. WHITNEY, 820 Colonial Bldg., Book-plates, Monograms, Crests, Ecclesiastical designing; fine and color rendering.

DRY GOODS AND NOTIONS

KAYSER'S SILK GLOVES, HOSE AND VESTS. C. A. BONELLI & CO., 270 Mass Ave.

FLORISTS

A. COPLEN, 307 Boylston st., Transfer Flower Shop. Roses, Violets, everything that blooms. Phone B. B. 1937.

GARMENTS

A. S. QUINT, the RELIABLE FLORIST, 332 Miss. av., near Symphony Hall, Washington st., Rox. Tel. B. B. 4664-J.

"CHOICE FLOWERS OF THE SEASON" at favorable prices to Monitor readers. HOUGHTON, 4 Park st., Hay 2311.

FURNITURE

MACEY BOOKCASES and LIBRARY FURNITURE. MACEY-STETSON-MORRIS CO., 100 FRANKLIN ST., BOSTON.

FURNITURE EXCHANGE

NEW AND SLIGHTLY USED HOUSEHOLD FURNITURE. 25c. Steel 50c. Tearle Student's Desk \$2.50. Cat. free. JOHN H. TEARLE, 420 Boylston st., Boston, Mass.

PICTURES AND FRAMES

W. J. GARDNER COMPANY, 408 Boylston st., Boston. Catalogue. Large stock of fine pictures, mirrors and frames.

PAINTERS AND DECORATORS

W. H. FALLOON & SON, painting, interior, exterior; wall paper, draperies, upholstering; furn. oriental rugs. 100 Boylston st.

PATTERNS

S. T. TAYLOR SCHOOL BON TON PATTERNS of all kinds drafted and fitted. Forms. 500 Boylston st.

PIANO TUNING

LEROY W. DAVIS, PIANO TUNING, 5 Walton st., Boston. Tel. Dor. 3474-W. Voicing, regulating and repairing. Best of references. Formerly with Steinert & Sons.

PICTURES AND FRAMES

THE MOON, PARTICULAR PEOPLE GO TO THEATRE, 50 Bromfield st., for supplies, developing and printing. Try him and see why.

PLUMBING

M. A. CARMER, PLUMBING, STEAM AND GAS FITTING, 63 Norway st., Boston. Tel. 5060 B. B.

PLUMBERS

JOHN CRAWFORD CO., PLUMBERS AND GAS FITTERS. Est. 1863. 41 Howard st. Tel. 1416 Hay.

POULTRY WIRE

LOWEST PRICE IN NEW ENGLAND. Call or send for price list. JOHN P. TABER, 181 FRIEND ST.

PRINTERS

IF YOU HAVE a book to print or want printing done, call or write to GRIFFITH STYLING PRESS, 303 Congress st., Boston. Tel. Main 5069.

RESTAURANTS

WARKEN LUNCH, near Reading Rooms, 320 H. W. Hellman Bldg., Boston. HOME MADE PASTRY.

RUBBER STAMPS

RUBBER STAMPS, STENCILS, ETC. UNION STAMPS WORKS, 100 Washington st., Tel. Main 1738. Send for catalogue.

RUG CLEANERS AND RENOVATORS

ORIENTAL PROCESS RUG RENOVATING CO., Office 1284 Tremont st., Tel. 2481-J. Works 126 Dartmouth st., Tel. 2481-J.

STEEL AND RUBBER STAMPS—DOG COLLARS

ALLEN BROS., 130 Washington st., Adams sq., subawy st., Stendix and Cutlery. WE MARK our DOG COLLARS free.

LUNCHEON AND CATERING

McDONALD-WEBER CO., 15 Tremont st., BOSTON.

MERCHANT TAILOR

SUITS TO ORDER: personal attention. Perfect work. THE NATIONAL TAILORING CO., 138 Mass. av., Boston, Mass.

MILLINERY

STUDIO MILLINERY—Sale on trimmed millinery; hats made to order and remodeled a specialty. Rm. 34, 110 Tremont st.

ORIENTAL RUGS

A. U. DILLEY & CO., Inc., 407 Boylston st., Boston. Tel. 615 Fifth av., New York. Excellent and expert designs. Every rug guaranteed in writing. Prices reasonable.

PIECEWORKERS

YOU CAN RENT 3 MONTHS FOR \$5. Sell on easy terms. Rem. No. 6, Smith No. 2. AM. WR. MACH. CO., 33 Bromfield st.

WALL PAPER

AUGUSTUS THURGOOD, 38-40 CORN-HILL, BOSTON—Wall papers of latest and best quality. Novelty designs a feature. Reports of high-grade paper at low cost. See them.

WATCH REPAIRING

C. H. BRIDGEN—High class watch repairing at reasonable prices. Rear of 428 So. Broadway. F-1117. Main 6409.

WAX

WAXES, THURGOOD, 38-40 CORN-HILL, BOSTON—Waxing, sealing, etc.

WAXING

EVERYTHING BUT THE ENGINE—THE FRED A. LOUD CO., cor. Lansdowne and Franklin st., Tel. Camb. 1500.

WAX

WAXES, THURGOOD, 38-40 CORN-HILL, BOSTON—Waxing, sealing, etc.

WEAVING

WEAVING, THURGOOD, 38-40 CORN-HILL, BOSTON—Waxing, sealing, etc.

WEAVING

WEAVING, THURGOOD, 38-40 CORN-HILL, BOSTON—Waxing, sealing, etc.

WEAVING

WEAVING, THURGOOD, 38-40 CORN-HILL, BOSTON—Waxing, sealing, etc.

WEAVING

WEAVING, THURGOOD, 38-40 CORN-HILL, BOSTON—Waxing, sealing, etc.

WEAVING

WEAVING, THURGOOD, 38-40 CORN-HILL, BOSTON—Waxing, sealing, etc.

WEAVING

WEAVING, THURGOOD, 38-40 CORN-HILL, BOSTON—Waxing, sealing, etc.

WEAVING

WEAVING, THURGOOD, 38-40 CORN-HILL, BOSTON—Waxing, sealing, etc.

WEAVING

WEAVING, THURGOOD, 38-40 CORN-HILL, BOSTON—Waxing, sealing, etc.

WEAVING

WEAVING, THURGOOD, 38-40 CORN-HILL, BOSTON—Waxing, sealing, etc.

WEAVING

WEAVING, THURGOOD, 38-40 CORN-HILL, BOSTON—Waxing, sealing, etc.

WEAVING

WEAVING, THURGOOD, 38-40 CORN-HILL, BOSTON—Waxing, sealing, etc.

WEAVING

WEAVING, THURGOOD, 38-40 CORN-HILL, BOSTON—Waxing, sealing, etc.

WEAVING

WEAVING, THURGOOD, 38-40 CORN-HILL, BOSTON—Waxing, sealing, etc.

WEAVING

WEAVING, THURGOOD, 38-40 CORN-HILL, BOSTON—Waxing, sealing, etc.

WEAVING

WEAVING, THURGOOD, 38-40 CORN-HILL, BOSTON—Waxing, sealing, etc.

WEAVING

WEAVING, THURGOOD, 38-40 CORN-HILL, BOSTON—Waxing, sealing, etc.

WEAVING

WEAVING, THURGOOD, 38-40 CORN-HILL, BOSTON—Waxing, sealing, etc.

WEAVING

WEAVING, THURGOOD, 38-40 CORN-HILL, BOSTON—Waxing, sealing, etc.

WEAVING

WEAVING, THURGOOD, 38-40 CORN-HILL, BOSTON—Waxing, sealing, etc.

WEAVING

WEAVING, THURGOOD, 38-40 CORN-HILL, BOSTON—Waxing, sealing, etc.

WEAVING

WEAVING, THURGOOD, 38-40 CORN-HILL, BOSTON—Waxing, sealing, etc.

WEAVING

WEAVING, THURGOOD, 38-40 CORN-HILL, BOSTON—Waxing, sealing, etc.

WEAVING

WEAVING, THURGOOD, 38-40 CORN-HILL, BOSTON—Waxing, sealing, etc.

WEAVING

WEAVING, THURGOOD, 38-40 CORN-HILL, BOSTON—Waxing, sealing, etc.

WEAVING

WEAVING, THURGOOD, 38-40 CORN-HILL, BOSTON—Waxing, sealing, etc.

SONG AND STORY NUMBER

THE CHRISTIAN SCIENCE MONITOR

BOSTON, MASS., WEDNESDAY, MAY 29, 1912

Section Three

CARIBBEAN SEA NEW GOAL FOR AMERICANS WHO ARE ON THE WING

Spanish American Countries, Panama Canal, Jamaica and West Indies Offer Fascinating Scenes at Hand

SERVICE IMPROVING

AMERICAN travelers may have visited every corner of Europe, of Africa, of Asia, and have even penetrated Australia and New Zealand, but not so many of them have seen the interesting lands upon the western border of the Caribbean sea. They have learned, perhaps, in literature or in fiction, something of the history and romance of the Spanish main. They have read of the conquistadores and the buccaneers of Hernando Cortez and Sir Henry Morgan, but it has not occurred to them that these lands, shores and cities still exist; that they are interesting from every point of view, and that they may be visited from the United States in much less time and at a fraction of the expense entailed by a trip to Europe.

One of the things which until very recently has contributed to this non-appreciation of the South and Central American republics, has been a lack of good, thoroughly modern passenger steamship service. When in 1909-10 the United Fruit Company placed in commission its fleet of 10 new steamers, the question of transportation service to these countries was solved to a large extent. If time is limited a cruise can be arranged so that you are on the water most of the time; the steamers stop at important ports long enough to give plenty of time for interesting shore visits among new and fascinating scenes.

The island of Jamaica combines to a remarkable degree the many and varied attributes which go toward the making up an ideal vacation resort. Besides possessing scenery of unusual tropical beauty, unvarying temperatures and an intensely interesting population, Jamaica offers excellent tourist facilities and accommodations. British and American enterprise has established a chain of thoroughly modern and splendidly equipped hotels. A stable and progressive government, with well organized police and judicial systems has been created by British domination. In Jamaica you can enjoy the keen delight which accompanies a visit to the quaint and beautiful lands of the tropics—and enjoy it under the most favorable conditions.

The mildness and uniformity of its climate have added much to Jamaica's prestige as a summer and winter resort. It is natural that the winter months should see the greatest influx of visitors, but the conditions are scarcely less pleasing in midsummer.

Kingston, the capital, and Port Antonio, the principal commercial city, are usually chosen by tourists as bases from which to explore the many interior points of beauty and interest. There is ample weekly steamship service from New York, Boston and Philadelphia to these cities and it is but a 60-mile run by railroad between them. Among other modern, well-equipped hotels, the Myrtle Bank at Kingston is a fine up-to-date hostelry from which the southern part of the island as well as the beautiful capital itself, can be explored to advantage. At the Jamaican hotels facilities are provided for golf, tennis and riding. Yachting, bathing and other water sports have a large following. Gently sloping beaches of hard, white sand invite the bather to plunge into the water.

To the tourist one of the most gratifying features of Jamaica is the accessibility of all parts of the island. The principal cities are linked by excellent, well-built railroads, and Jamaica's magnificent system of roadways is superior to those of many populous sections of the United States. In an area of about 4200 square miles there are 3600 miles of splendid macadamized high-

HOTEL TO CROWN WHITE MOUNTAINS

VISITORS to the White mountains of New Hampshire this summer are intensely interested in the proposal of the Boston & Maine railroad to cap the summit of Mt. Washington with a hotel reached by an electric railway over an easy grade, the whole project to cost about \$1,500,000. As this improvement would displace the present cog railroad, which has carried thousands of guests from all parts of the world to the summit of New Hampshire's famous peak, it has awakened additional interest in this old-time popular means of making the ascent and there promises to be an increase in traffic now as a result of a desire among many travelers to ride over the cog road before it is superseded by modern electric passenger cars.

Surveys for the electric route have been made and the next step in the proceeding will be the placing of the proposition before the stockholders of the Concord & Montreal railroad, which will have charge of the operations on Mt. Washington under a working arrangement with the Boston & Maine. In advance of the annual meeting of the former road at Concord, N. H., in June wealthy outsiders have practically assured the promoters that if all of a \$1,500,000 issue of stock is not taken up by the stockholders of the Concord & Montreal railroad any part or the whole of this sum will be forthcoming.

Work on the mountain will begin as soon as permission is obtained from the state of New Hampshire, and it is understood the power house will be the first thing to be constructed. Operations can be carried forward during only a part of the year and the big hotel on the summit will be erected piecemeal—the railroad station and offices first and the hotel proper later. It is supposed that all will be completed by the season of 1914.

The hotel is to be unlike any other hotel in the world. It will be three stories high, circular in shape, and will contain 100 sleeping rooms. Stone, steel

at right angles to the present line, and at several points the road runs directly away from the summit of Mt. Washington. Running almost north the first two miles of the journey from Base Station winds a serpentine way up through the picturesque and wild Jefferson Notch, with the Dartmouth range and Mt. Mitten off to the left. At this point a feeder electric line runs up directly toward the summit of Jefferson.

From Jefferson Notch, which is reached

Clay only a few hundred feet below, the summit and crosses the old cog road at a point near the water tank. From this point the road is on Mt. Washington itself, and a wide prospect is opened up of the southern peaks, Monroe, Franklin, Webster and Pleasant, and the country beyond. Only a short distance below is the Lake of the Clouds, and here the road makes an abrupt turn to the left, beginning the circling of the

Crystal Cascade and Glen Ellis falls, near Glen; Beechers Cascade and Silver Cascade, near Crawford notch, and the beautiful falls of the Ammonoosuc. The upper Ammonoosuc falls, two miles from Bretton Woods, toward Twin rivers, resembles the glacier garden at Lucerne, and the lower falls are on the road between Fabyan and the Twin Mountain house, where Henry Ward Beecher had for years his famous summer parish.

The mountains are rich in good hotels,



Trail ponies and their riders at Bretton Woods—Several strings of saddle horses are maintained by hotels in the White mountains and the sport is popular

at an altitude of some 3200 feet, the road runs along what is known as the Ridge of the Caps, unfolding a series of panoramic views to the north and west. Five hundred feet higher the road comes to the very edge of the Castellated ridge and here will be one of the most interesting features of the journey. Instead of making a turn around the edge of the ridge the railway will go through the ridge by a tunnel, and with a turn

summit and giving a wonderful view down into Tuckerman's ravine.

Climbing higher it runs above the Alpine Garden, as it is called, and unfolds views of the southern and eastern parts of New Hampshire and the western part of Maine. Making another turn at the left the road doubles back and crosses the carriage road, looking down into the Great Gulf, with Spaulding lake 1200 feet below. Again crossing the old cog road the electric line completes a circuit of

smaller and less pretentious hosteries, boarding houses, farm houses and private estates and cottages.

For horseback riding and driving, no

part of the country can offer more

charming surroundings, more interesting

and accessible mountain trails.

Several strings of saddle horses are maintained

by some of the largest hotels, and riding

is one of the most popular sports.

Tennis is also popular, and the real center

of this sport is at Crawford's, where

an annual tournament, open to all, is a

feature of the summer's gayety.

Golf has many devotees, and at least a dozen

unusually good courses are maintained,

to say nothing of the several smaller

ones. Besides outdoor fishing and boating,

at least one great hotel has a

swimming pool in the basement.

DETROIT TRAVELER FINDS MUCH TO INTEREST IN MANILA

DETROIT, Mich.—Impressions of an American traveler in Manila, Philippine Islands, are given in a letter from William J. Gray of this city to friends at home. He writes:

"It seems to me that Manila is going to be a great city. Already it has a population of 250,000 and there are evidences of growth in every direction. The street railway system is excellent and the company is going ahead in fine style. Everybody here is in the way of riding, nobody walks; and while one would suppose that the electric road would have cut off the cabs it has not proved to be the case.

"For majestic scenery nothing in the East can compare with the White mountains. This corner of New Hampshire, comprising an area of 400 square miles, invites you to clamber over its foothills, climb its mountains, laugh above its clouds, fish in its streams, row on its lakes and ride or tramp over its roads.

"Great upheavals of nature in primeval ages, resulting in the precipitous and rock-bound passes of the three great notches, the Crawford, Franconia and Dixville, with the smaller ones of Pinkham and Carter, make one at times speechless with awe. There are wonderful profiles—that at Profile lake, called the 'Great Stone Face'; there is Daniel Webster's face silhouetted from the solid rock against the sky in Crawford notch on Mt. Webster, and the sweet profile of Martha Washington gazes out over the narrow pass of Dixville notch from under her frilled cap.

"The 'Sleeping Indian' and the 'Giant's Stairs' are features of Crawford notch, and the Great Frankenstein trestle and the Willey brook bridge, the latter far above the Willey house, where the famous slide occurred, are also seen.

"Aside from the 'Old Man of the Mountains' perhaps the 'Flume' in Franconia notch is the best known of nature's attractions in the mountains. There are lovely waterfalls, including the

OCEAN-WASHED ISLES OF HAWAII MAKE THE TRAVELER TO REJOICE

Honolulu, the Stepping-Off Point and First Center of Interest, Offers Attractions Summer and Winter

BATHING POPULAR

CLOTH in soft silks or lightly touching "whites," the voyager crossing the Pacific goes out into the warm sun with a keen, fresh appreciation of the colorings and delights of Hawaii. The glorious ocean-washed islets under the stars and stripes are rich in everything which maketh glad the heart of the traveler and refresheth his eyes. Here the ordered comforts of modern civilization are abundantly at hand in the midst of the novel, tropical and picturesque.

Honolulu, the stepping-off point and center of interest to the tourist, has a splendid land-locked harbor and in itself offers a hundred attractions summer and winter alike. Indeed, the spell of Honolulu for the newcomers does not vanish with winter as summer is the dry season of the year and the trade winds come in cool-laden from the waves. Then it is easily possible always to run by auto from the warmth of the coast to the colder touch of the highlands.

The supreme pleasure of Honolulu is its bathing—surf or beach—and the fame of Waikiki beach is carpeting the world with desire for the touch of its waters. Waikiki fronts the Pacific but is protected from its too rough clasp by a great coral reef about half a mile out. Toward this barrier the long waves move swiftly, rear upon it and then roar on in broken strength up the gradually shelving slope of beach.

At Waikiki the bolder swimmers enjoy the fascinating sport of riding the surf, either in light outrigger canoes or on boards. The canoes are paddled out to the edge of the reef, turned to catch the rush of the fiercely checked wave and then spin shoreward riding as it were in the spray of the breaker. The men who essay the task of flying in upon some light board, must first paddle furiously ahead of the oncoming wave until it picks up the frail burden and hurls it onward like a stone from an ocean sling. Many are the capsizes and amusing the predicaments, yet the end is assured by patience.

The social life of Honolulu has much of the charming hospitality of the early South, with a flavor entirely its own and the visitor will assuredly carry away many memories not lightly to be laid aside in a world which is apt to commercialize courtesy.

In its sports Honolulu offers a splendid variety and most of the enthusiasts pursue them the year round. Baseball, lawn tennis, polo and golfing furnish one semi-continuous round of enjoyment. The automobile is especially at home on the fine roads, and it can find a great deal of easy running and unsurpassed sightseeing in the other islands of the group.

The high mountains afford testing ground for climbers as well as a wealth of beauty, and the camper-out has a wonderful range of choice. Fishing is particularly good, and the yield of the surf are not to be despised by even the most widely traveled fishermen. Yachting and boating have their followers and the respective clubs are worth visiting.

In Hawaii there is one attraction which is acclaimed unique by visitor and Hawaiian resident alike—the spectacle of Kilauea. Thousands ride in parlor cars to within nine or ten miles of the crater of Kilauea, and then drive in carriages or spin ahead in an automobile through fern forests till they look down into a lake of molten lava "breaking in fiery billows at the base of the cliffs upon which you stand." The great pit of Kilauea is 4000 feet above sea level, and the crater encloses an area of 2650 feet—a vast scenic expanse.

"Everybody dresses in white ducks, so

that the crowds always look picturesque."

A. Shuman & Co.



THE BLUE SERGE "ARMURE" SUIT IS SUITABLE FOR EVERY OCCASION

And Affords a Pleasing Change
from a Fancy Weave

Our Suits of Blue Serge "Armure" are the highest grade garments that can be made of this popular cloth. These Suits, manufactured in our own modern shops from indigo blue, non-fading cloths, are the equal of custom garments; made on the new narrow lines, slightly fitted at waist—in three-button and English soft roll effects.

Blue Serge "Armure" Suits \$15 to \$40
English Soft Roll Style. \$20 to \$35

Every Garment "Made
in New England" and
Bears Our Etiquette,

*A. Shuman & Co.
Boston
Shuman Corner*

BAY STATE ROAD BUILDING BAN OFF

That section on Bay State road between Granby and Ashby streets has been released from restriction and it is now possible to build apartment hotels in this neighborhood. J. Sumner Draper and Mark Temple Dowling have purchased 73,000 square feet, having a frontage of 487 feet, with a total assessment of \$182,000, from the trustees of the Riverbank Land Company. They will sell in

lots of size to suit builders who will erect high cost apartment houses. Work has already begun on the Boylston street subway and it is expected to be completed within two years, bringing this section within about five minutes ride of Park street. John W. Dunlop and Stephen W. Sleeper were the brokers in the transaction.

MUSEUM SCHOOL CLOSES
Students of the Boston Museum School of Fine Arts are this afternoon holding their commencement exercises.

AUTOMOBILE TOURISTS

THE automobilist finds the use of Travelers' Checks the safest and most convenient method for carrying funds.

Many tourists, in this country as well as abroad, carry them as a reserve for use in emergencies, as they are accepted as cash at their face value in all parts of the civilized world.

This company also issues Letters of Credit and Foreign Drafts and makes Cable Transfers.

Correspondence invited.

Old Colony Trust Co.

Main Office
COURT STREET

Branch Office
TEMPLE PLACE



MONITORIALS By NIXON WATERMAN

THE LION-HEARTED
Tis not alone upon the battlefield
That men their dauntless courage have
revealed;
It takes a full-sized hero, so they say,
To meet the things that front us day by
day.
To face the cannon's mouth does well
enough,
But, oh, it takes a man of braver stuff
To be the first one of the season that
Dares go down street beneath a new
straw hat.

Here is a timely query for the political
puzzle column: How many ex-
Presidents will this nation have after
March 4 next? And if only one, which
one?

Time is an important factor in the
matter of growth and success. The
world wags more considerately for him
who has time to wait for the waggin'.

AUTHORS HONORED

Following the example of the state of
Wisconsin, which made its famous
humorist, George W. Peck, author of the
"Peck's Bad Boy" papers, its Governor
for a period of four years, Indiana is now
reported to be planning to thrust a
similar humor upon its humorist, George
Ade. It may be that by and by the
youth of the nation that is planning to
fill gubernatorial chairs will waste no
time on a study of civil government or
anything of that sort but will devote
himself to a studious perusal of "Joe
Miller's Joke-Book," instead.

On the very face of the proposition
it would seem to be a pretty difficult
matter to defeat the man who, when
ever he is turned down, turns up again.

They who count their chickens before
they are hatched are likely to make
some mis-
"cackles" in having
things come out eggs-actly as planned.

BUSY BIRD

This promises to be a very busy summer
for the great American eagle. The
activity which in ordinary years it displays
around the Fourth of July will this
year have to be extended, no doubt, clear
up to the first Tuesday after the first
Monday in November. And the political
skies promise to be brilliant with oratorical
fireworks every night until almost
the hour for the voting to begin. Politics
is to be in the saddle and it promises to
ride at a gallop until the race is won.

He can hardly be called a strictly
honest man who would have a true
friend without being one.

BOTH FLAPPING

It is quite obvious that the Repub-
lican party, as at present constituted,
has two separate and distinct wings,
but as regards which one is right, that
must remain a matter of opinion.

Arrangements have been completed
whereby the Pennsylvania miners will
be permitted to go to digging coal again,
which is, no doubt, what they would always
prefer to do if given their pick.

The political differences that have
arisen between the President and the ex-
President afford additional proof that
there are always two sides to a question:
our side and the wrong side.

SEA TALES WRITER TELLS OF TRAWLS IN FISH HEARING

WASHINGTON—James B. Connolly,
writer of sea stories, gave a description
of beam trawling in the North sea before
the House committee today in the hearing
on the Gardner bill to prohibit this
form of fishing in American waters. A
number of fishing boat captains, including
Dexter Malone, Frank Carroll, William
T. Thomas of Boston and Joshua W. Stanley
of Gloucester also testified.

Under questioning by Mr. Gardner,
representing the line fishermen, and
William C. Garelion, representing the
beam trawlers, the witness declared that
dragging the beam trawls over the ocean
bed spoiled the fishing grounds by de-
stroying the vegetation and that the mil-
lions of young fish caught by the trawls
were thrown away.

Mr. Connolly told of being sent to the
Baltic and North seas to collect material
for stories to appear in magazines.
He said that the fish caught in
these waters were much smaller than
those found in American waters and that
this was due to the hundreds of beam
trawls that ply in the European seas.

MERRIMAC RIVER DEBATED

The House today had considerable debate
on the question of concurring with the
Senate in an amendment to the
bill creating a board to investigate the
feasibility of developing the Merrimac
river. The House voted to put the
investigation in the hands of the board
of harbor and land commission, while
the Senate voted for a special commis-
sion of three persons, one of whom shall
be a member of the harbor and land
commission.

Wedding Bouquets

Flowers and decorations for all occasions.

J. NEWMAN & SONS, Inc.

Phone M 4410. 24 Tremont St.

BEHIND THE SCENES
The golden locks stage ladies wear
Are not their own, one guesses
Who sees them "making up," for they're
The actresses' "act" tresses.

And rocks seen in an Irish play,
Round which the actors caper,
Are not real rocks: we know that "no
Are sham-rocks made of paper.

It is the men who live up to their
highest ideals who are the most likely
to have the least to live down.

Notwithstanding the fact that the
Baconian theorists insist that our William
of Stratford-on-Avon was "no
great Shakespeare," he still continues to be
quoted pretty high (and often) in the
literary stock market.

It is only human nature after all that
the average prudent housewife should
like to visit the bargain counters and
then count her gains.

MID-SEA LUNCHEON
Should Japan grow "land hungry,"
How quite natural it would be
For her to look with longing
Toward our Sandwich islands, see?

The suitor who declares his heart is
being consumed with a burning passion
must feel considerably put out when
the lady in the case throws cold
water on his hopes.

The clever man must be long-headed
but not at all thick.

HAPPY EITHER WAY

No doubt President Taft is looking forward
with especial interest to the national
Republican convention to be held
in Chicago next month, for he will not
know until then whether or not he is going
to be able to find much time to indulge
in his favorite game of golf during the
coming summer.

Among professional baseball players
are, no doubt, a good many "diamonds in
the rough." It is to be hoped that the
incidents in which some of the players
have recently figured will not lead the
public to suspect that there are also some
roughs in the diamond.

All any one has to do in order to be
elected President next November is just
to secure a working majority of the
something near 16,000,000 ballots that are
likely to be cast.

CONSISTENCY

If a girl must call her college
"Alma mater," seems to me
A boy had ought to call his school
His "alma pater," see?

When the United States mint goes to
coining the new half-cent piece it will be
easier to distinguish it from the whole
cent for it will be the half cent and not
the whole cent that has a hole in it.

No doubt Rembrandt's "Dutch Merchant,"
for which Mr. Fricke has just paid
\$250,000, would have sold out his entire
stock in trade, good will and all, for a
good deal less money.

The new turbine cruiser Goeben has
proved himself to be the speediest big
ship in the German navy. It is a spruce
craft whose log shows 30 knots.

The new steamship Goeben has
proved herself to be the speediest big
ship in the German navy. It is a spruce
craft whose log shows 30 knots.

Arrangements have been completed
whereby the Pennsylvania miners will
be permitted to go to digging coal again,
which is, no doubt, what they would always
prefer to do if given their pick.

The political differences that have
arisen between the President and the ex-
President afford additional proof that
there are always two sides to a question:
our side and the wrong side.

When the United States mint goes to
coining the new half-cent piece it will be
easier to distinguish it from the whole
cent for it will be the half cent and not
the whole cent that has a hole in it.

No doubt Rembrandt's "Dutch Merchant,"
for which Mr. Fricke has just paid
\$250,000, would have sold out his entire
stock in trade, good will and all, for a
good deal less money.

The new steamship Goeben has
proved herself to be the speediest big
ship in the German navy. It is a spruce
craft whose log shows 30 knots.

The new steamship Goeben has
proved herself to be the speediest big
ship in the German navy. It is a spruce
craft whose log shows 30 knots.

The new steamship Goeben has
proved herself to be the speediest big
ship in the German navy. It is a spruce
craft whose log shows 30 knots.

The new steamship Goeben has
proved herself to be the speediest big
ship in the German navy. It is a spruce
craft whose log shows 30 knots.

The new steamship Goeben has
proved herself to be the speediest big
ship in the German navy. It is a spruce
craft whose log shows 30 knots.

The new steamship Goeben has
proved herself to be the speediest big
ship in the German navy. It is a spruce
craft whose log shows 30 knots.

The new steamship Goeben has
proved herself to be the speediest big
ship in the German navy. It is a spruce
craft whose log shows 30 knots.

The new steamship Goeben has
proved herself to be the speediest big
ship in the German navy. It is a spruce
craft whose log shows 30 knots.

The new steamship Goeben has
proved herself to be the speediest big
ship in the German navy. It is a spruce
craft whose log shows 30 knots.

The new steamship Goeben has
proved herself to be the speediest big
ship in the German navy. It is a spruce
craft whose log shows 30 knots.

The new steamship Goeben has
proved herself to be the speediest big
ship in the German navy. It is a spruce
craft whose log shows 30 knots.

The new steamship Goeben has
proved herself to be the speediest big
ship in the German navy. It is a spruce
craft whose log shows 30 knots.

The new steamship Goeben has
proved herself to be the speediest big
ship in the German navy. It is a spruce
craft whose log shows 30 knots.

The new steamship Goeben has
proved herself to be the speediest big
ship in the German navy. It is a spruce
craft whose log shows 30 knots.

The new steamship Goeben has
proved herself to be the speediest big
ship in the German navy. It is a spruce
craft whose log shows 30 knots.

The new steamship Goeben has
proved herself to be the speediest big
ship in the German navy. It is a spruce
craft whose log shows 30 knots.

The new steamship Goeben has
proved herself to be the speediest big
ship in the German navy. It is a spruce
craft whose log shows 30 knots.

The new steamship Goeben has
proved herself to be the speediest big
ship in the German navy. It is a spruce
craft whose log shows 30 knots.

The new steamship Goeben has
proved herself to be the speediest big
ship in the German navy. It is a spruce
craft whose log shows 30 knots.

The new steamship Goeben has
proved herself to be the speediest big
ship in the German navy. It is a spruce
craft whose log shows 30 knots.

The new steamship Goeben has
proved herself to be the speediest big
ship in the German navy. It is a spruce
craft whose log shows 30 knots.

The new steamship Goeben has
proved herself to be the speediest big
ship in the German navy. It is a spruce
craft whose log shows 30 knots.

The new steamship Goeben has
proved herself to be the speediest big
ship in the German navy. It is a spruce
craft whose log shows 30 knots.

The new steamship Goeben has
proved herself to be the speediest big
ship in the German navy. It is a spruce
craft whose log shows 30 knots.

The new steamship Goeben has
proved herself to be the speediest big
ship in the German navy. It is a spruce
craft whose log shows 30 knots.

The new steamship Goeben has
proved herself to be the speediest big
ship in the German navy. It is a spruce
craft whose log shows 30 knots.

The new steamship Goeben has
proved herself to be the speediest big
ship in the German navy. It is a spruce
craft whose log shows 30 knots.

The new steamship Goeben has
proved herself to be the speediest big
ship in the German navy. It is a spruce
craft whose log shows 30 knots.

The new steamship Goeben has
proved herself to be the speediest big
ship in the German navy. It is a spruce
craft whose log shows 30 knots.

The new steamship Goeben has
proved herself to be the speediest big
ship in the German navy. It is a spruce
craft whose log shows 30 knots.

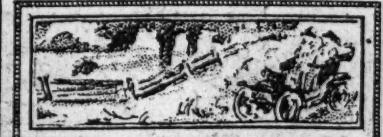
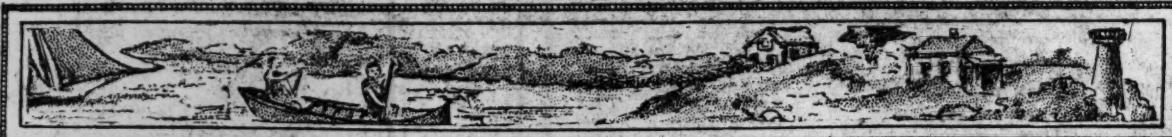
The new steamship Goeben has
proved herself to be the speediest big
ship in the German navy. It is a spruce
craft whose log shows 30 knots.

The new steamship Goeben has
proved herself to be the speediest big
ship in the German navy. It is a spruce
craft whose log shows 30 knots.

The new steamship Goeben has
proved herself to be the speediest big
ship in the German navy. It is a spruce
craft whose log shows 30 knots.

The new steamship Goeben has
proved herself to be the speediest big
ship in the German navy. It is a spruce
craft whose log shows 30 knots.

The new steamship Goeben has
proved herself to be the speediest big
ship in the German navy. It is a spruce
craft whose log shows 30 knots.



Leading Events in the Athletic World :: Exeter vs. Andover

EXETER EXPECTS TO WIN ITS DUAL TRACK MEET WITH ANDOVER

Has Remarkably Well Balanced Team With Two or Three Stars—Little Known of Andover

EXETER, N. H.—The annual dual track meet between Phillips Exeter and Phillips Andover academies will take place here tomorrow afternoon on Plympton playing field, and with the local school boys a decided favorite to take the meet by a good margin, a large crowd is expected to turn out for the contest.

Exeter appears to have a very well balanced team. H. T. Worthington looks good for a broad jump dual record and Howard Buck of Andover or C. C. Field is apt to make a new pole vault mark for the series.

It has not been decided whether N. Mahan will compete in the dashes for Andover. With Mahan running, it should be a close race with E. A. Teschner of Exeter for first place. Williams of Exeter and Cray of Andover are probable runners-up.

W. A. Cole of Andover, W. H. Kelley and R. E. Pearall of Exeter are the best men in the 440.

Capt. W. J. Bingham of Exeter has done 1m. 57s. in the half twice this spring and should easily defeat the Andover runners, C. T. Guething and J. J. Donnelly are the other probable entries in the half that Exeter will send against Russell and Feeney of Andover. Gregg Dougherty is expected to win the mile for Exeter.

The two hurdle events will be closely contested between L. P. Gowdy of Exeter and E. J. Rosener of Andover. MacDougall and Walker are the other two probable Exeter boys entered. Andover's entries are uncertain.

J. E. MacDougall of Exeter looks good for the high jump, with Tilton of Andover pressing him hard. Tilton is reported to be jumping much better this spring. Worthington should take first place in the broad jump, with Gowdy, MacDougall and Walker of Exeter, and Tilton and Kephart of Andover next.

TACKLE BOXES
50c to \$1.00
Tin, Leather and Copper for carrying Hooks, Lines, Reels, Baits, Sinks, Etc.
MANY NOVELTIES IMPORTED
FLY AND LEADER BOXES.
Everything in Good Fishing Tackle
Beds Repaired by Expert Help.
Dame, Stoddard Co.
274 Washington St. Opp. Bromfield

Now Here's a Union Suit That Does Wear

If you want your money to last as long as possible, buy Peerless Union Suits! Haven't you often claimed you would "pay any price to get underwear that is laundry-proof?"

Well, here they are.

Peerless Union Suits are a boon to the man who does his own mending and to the man who wants to save labor for wife or mother.

Peerless
UNION
SUITS

Reliable Dealers Everywhere
Sell Peerless Union Suits

\$1.00 to \$5.00
PER SUIT.

The advantage of Peerless Union Suits, their smooth, bunchless fit and their stay-up qualities, are particularly noticeable in summer, when trousers are thin and coats often discarded.

Note Some of the Prominent Boston Firms Who Sell Peerless Union Suits:

Jordan Marsh Co.
Shepard Norwell Co.
Fosner's School St.
Beckhard's Branch
The Kelly Co.
H. H. White Co.
Fusion Clothing Co.
George E. White
Copley, Haberdasher
PEERLESS UNION SUITS WILL SURELY SUIT YOU.
Buy the "PEERLESS"—You'll Buy Again.



Short Sleeves, Ankle Length



IVER JOHNSON MOTOR BOATS AND CANOES

No. 1—16-ft. 2 H. P. Motor Boat, worth \$265. Our price.....200.00
18-ft. 3 H. P., worth \$345. Our price.....275.00
No. 2—Morris 6 H. P., 20-ft Motor Boat.....250.00
No. 3—Morris Canoes.....37.00 to 75.00
Vezie Canoes.....31.00 to 35.00
No. 4—Canoes Chairs.....2.00 to 3.00
No. 5—Canoes Back Rests.....75c to 1.50
No. 6—Maple and Spruce Paddler.....1.50
No. 7—Metal and Wood Flag Poles.....1.00
No. 8—Air Cushions.....2.75 to 8.00
No. 9—Life Preserving Pillow.....1.50
No. 10—Cork Life Preservers.....1.00
Canoe Sailing Outfits and Lee Boards.....17.00

Ask for Copy of Our New
Athletic Goods Catalogue

We Sell Everything for Sports and Recreation—Wholesale and Retail.
Iver Johnson Sporting Goods Co.
155-157 WASHINGTON STREET, CORNER CORNHILL

TOMORROW WILL BE BUSY DAY FOR MANY BIG COLLEGE NINES

Harvard vs. Pennsylvania
and Yale vs. Brown Are
Most Important Matches
for the Day



(Copyrighted, Hills & Saunders, Eton)
MR. POWELL, "JOBY"

of the fact that a large percentage do not understand the game at all. Great preparations are made for the game in the matter of training, and no record of St. Andrews day would be complete that fails to mention the legend of the college captain who prepared himself by eating 13 sausages and was beaten by exactly that number of shies. Thus, not only for its ancient origin and important position in the history of football, but also for the pleasant memories which St. Andrews day always recalls, every Etonian says "Floreat Etona et hic noster ludus muralis esto perpetuus."

N. & G. SCHOOL WINS TWO RACES

The first annual regatta of the new Schoolboy Rowing Association held on the Charles river basin Tuesday was a clean sweep for the Noble & Greenough first and second crews. The race was rowed over the course from Cottage Farms to Harvard bridge, distance about one mile, the event for championship first crews being won by four lengths of open water in 5m. 11s. and the event for championship second crews by almost one length in 6m. 10s. The summary:

CHAMPIONSHIP FIRST CREWS

Finals
Won by Noble & Greenough (Capt. Noel Chadwick stroke, Arthur Lyman 3, Noel Taylor 2, Mark Noble bow, Robert G. Grinnell coxswain); second, (Capt. Paul Grinnell stroke, Bar Wilbur 3, Mannis Sargent 2, Harold Babcock bow, Ray Holland coxswain); third, Volkman (Capt. Robert Cutler stroke, T. S. Curtis 3, Leland Emery 2, Warren Arnold bow, Herbert Rogers coxswain); second, Roxbury Latin (Capt. James H. Holden stroke, Robert C. Johnson 3, Thaxter 2, Ralph H. Wales coxswain); third, Weston (Capt. James H. Holden stroke, Robert Bartlett 3, Donald Swain 2, Edgar Earle bow, John Mosser coxswain); third, Time, 6m. 10s.

CHAMPIONSHIP SECOND CREWS

Finals
Won by Noble & Greenough (Morrill Wiggin stroke, Capt. Charles Higginson 3, George Courtney 2, Lloyd Means bow, Robert G. Grinnell coxswain); second, (Capt. Robert Cutler stroke, T. S. Curtis 3, Leland Emery 2, Warren Arnold bow, Herbert Rogers coxswain); second, Roxbury Latin (Capt. James H. Holden stroke, Robert C. Johnson 3, Thaxter 2, Ralph H. Wales coxswain); third, Weston (Capt. James H. Holden stroke, Robert Bartlett 3, Donald Swain 2, Edgar Earle bow, John Mosser coxswain); third, Time, 6m. 10s.

YALE OARSMEN LEAVE NEW HAVEN

NEW HAVEN—The Yale varsity and freshmen crews left today for their quarters at Gales Ferry on the Thames and it is the only game, and usually played with 18 or 20 a side." The most important feature of the wall game is the annual match between the Collegers and Oppidans, the origin of which, like the game itself, is difficult to trace. Mr. Tucker is again our authority, and, though he is not precise in the matter, it appears that the above match existed at least as early as the second decade of last century, and was always fought out very fiercely; in fact, in 1827 matters became so serious, owing to a free fight, that the match was prohibited by Keate, the headmaster, for a good many years. It was resumed about 1837, and from 1841 to the present day the records of the great annual game are complete.

Records are, however, practically nonexistent, and it is necessary to go to the early years of the nineteenth century before any reliable information about the game can be obtained. From Mr. Tucker, who was at Eton from 1811 to 1822, we learn in "Eton of Old," page 221, that "the wall game of old was practically the only game, and usually played with 18 or 20 a side." The most important feature of the wall game is the annual match between the Collegers and Oppidans, the origin of which, like the game itself, is difficult to trace. Mr. Tucker is again our authority, and, though he is not precise in the matter, it appears that the above match existed at least as early as the second decade of last century, and was always fought out very fiercely; in fact, in 1827 matters became so serious, owing to a free fight, that the match was prohibited by Keate, the headmaster, for a good many years. It was resumed about 1837, and from 1841 to the present day the records of the great annual game are complete.

In the Collegers and Oppidans match, goals are very scarce; in fact, two in the last 40 years are all that have been obtained.

St. Andrews day on which the Collegers meet the Oppidans at the wall is still a great day at Eton, and many are the visitors who come to witness the historic game year after year, in spite of the weather.

In the Collegers and Oppidans match, goals are very scarce; in fact, two in the last 40 years are all that have been obtained.

In the Collegers and Oppidans match, goals are very scarce; in fact, two in the last 40 years are all that have been obtained.

In the Collegers and Oppidans match, goals are very scarce; in fact, two in the last 40 years are all that have been obtained.

In the Collegers and Oppidans match, goals are very scarce; in fact, two in the last 40 years are all that have been obtained.

In the Collegers and Oppidans match, goals are very scarce; in fact, two in the last 40 years are all that have been obtained.

In the Collegers and Oppidans match, goals are very scarce; in fact, two in the last 40 years are all that have been obtained.

In the Collegers and Oppidans match, goals are very scarce; in fact, two in the last 40 years are all that have been obtained.

In the Collegers and Oppidans match, goals are very scarce; in fact, two in the last 40 years are all that have been obtained.

In the Collegers and Oppidans match, goals are very scarce; in fact, two in the last 40 years are all that have been obtained.

In the Collegers and Oppidans match, goals are very scarce; in fact, two in the last 40 years are all that have been obtained.

In the Collegers and Oppidans match, goals are very scarce; in fact, two in the last 40 years are all that have been obtained.

In the Collegers and Oppidans match, goals are very scarce; in fact, two in the last 40 years are all that have been obtained.

In the Collegers and Oppidans match, goals are very scarce; in fact, two in the last 40 years are all that have been obtained.

In the Collegers and Oppidans match, goals are very scarce; in fact, two in the last 40 years are all that have been obtained.

In the Collegers and Oppidans match, goals are very scarce; in fact, two in the last 40 years are all that have been obtained.

In the Collegers and Oppidans match, goals are very scarce; in fact, two in the last 40 years are all that have been obtained.

In the Collegers and Oppidans match, goals are very scarce; in fact, two in the last 40 years are all that have been obtained.

In the Collegers and Oppidans match, goals are very scarce; in fact, two in the last 40 years are all that have been obtained.

In the Collegers and Oppidans match, goals are very scarce; in fact, two in the last 40 years are all that have been obtained.

In the Collegers and Oppidans match, goals are very scarce; in fact, two in the last 40 years are all that have been obtained.

In the Collegers and Oppidans match, goals are very scarce; in fact, two in the last 40 years are all that have been obtained.

In the Collegers and Oppidans match, goals are very scarce; in fact, two in the last 40 years are all that have been obtained.

In the Collegers and Oppidans match, goals are very scarce; in fact, two in the last 40 years are all that have been obtained.

In the Collegers and Oppidans match, goals are very scarce; in fact, two in the last 40 years are all that have been obtained.

In the Collegers and Oppidans match, goals are very scarce; in fact, two in the last 40 years are all that have been obtained.

In the Collegers and Oppidans match, goals are very scarce; in fact, two in the last 40 years are all that have been obtained.

In the Collegers and Oppidans match, goals are very scarce; in fact, two in the last 40 years are all that have been obtained.

In the Collegers and Oppidans match, goals are very scarce; in fact, two in the last 40 years are all that have been obtained.

In the Collegers and Oppidans match, goals are very scarce; in fact, two in the last 40 years are all that have been obtained.

In the Collegers and Oppidans match, goals are very scarce; in fact, two in the last 40 years are all that have been obtained.

In the Collegers and Oppidans match, goals are very scarce; in fact, two in the last 40 years are all that have been obtained.

In the Collegers and Oppidans match, goals are very scarce; in fact, two in the last 40 years are all that have been obtained.

In the Collegers and Oppidans match, goals are very scarce; in fact, two in the last 40 years are all that have been obtained.

In the Collegers and Oppidans match, goals are very scarce; in fact, two in the last 40 years are all that have been obtained.

In the Collegers and Oppidans match, goals are very scarce; in fact, two in the last 40 years are all that have been obtained.

In the Collegers and Oppidans match, goals are very scarce; in fact, two in the last 40 years are all that have been obtained.

In the Collegers and Oppidans match, goals are very scarce; in fact, two in the last 40 years are all that have been obtained.

In the Collegers and Oppidans match, goals are very scarce; in fact, two in the last 40 years are all that have been obtained.

In the Collegers and Oppidans match, goals are very scarce; in fact, two in the last 40 years are all that have been obtained.

In the Collegers and Oppidans match, goals are very scarce; in fact, two in the last 40 years are all that have been obtained.

In the Collegers and Oppidans match, goals are very scarce; in fact, two in the last 40 years are all that have been obtained.

In the Collegers and Oppidans match, goals are very scarce; in fact, two in the last 40 years are all that have been obtained.

In the Collegers and Oppidans match, goals are very scarce; in fact, two in the last 40 years are all that have been obtained.

In the Collegers and Oppidans match, goals are very scarce; in fact, two in the last 40 years are all that have been obtained.

In the Collegers and Oppidans match, goals are very scarce; in fact, two in the last 40 years are all that have been obtained.

In the Collegers and Oppidans match, goals are very scarce; in fact, two in the last 40 years are all that have been obtained.

In the Collegers and Oppidans match, goals are very scarce; in fact, two in the last 40 years are all that have been obtained.

In the Collegers and Oppidans match, goals are very scarce; in fact, two in the last 40 years are all that have been obtained.

In the Collegers and Oppidans match, goals are very scarce; in fact, two in the last 40 years are all that have been obtained.

In the Collegers and Oppidans match, goals are very scarce; in fact, two in the last 40 years are all that have been obtained.

In the Collegers and Oppidans match, goals are very scarce; in fact, two in the last 40 years are all that have been obtained.

In the Collegers and Oppidans match, goals are very scarce; in fact, two in the last 40 years are all that have been obtained.

In the Collegers and Oppidans match, goals are very

Inexpensive Rugs

For the Country or Beach House

We have an almost endless variety of inexpensive, artistic Rugs for Summer use. A small outlay will add to the attractiveness of every room in the house

India Druggets
Camel ground with detached and geometrical figures.
3x6... \$6.75 6x9... \$20.00
4x7... 10.00 9x12... 40.00

Burmah Art Squares
Inexpensive, attractive, reversible rugs in soft shades and desirable patterns.
6.0x9... \$6.75 9x9... \$10.25
7.6x9... \$8.50 9x10.6... 12.00
9x12... 13.50

Melrose Art Squares
Beautiful two-tone effects in browns, greens, tans, blues, etc., etc., equally attractive on either side.
6.0x9... \$7.50 9x9... \$11.25
7.6x9... \$9.50 9x10.6... 13.25
9x12... 15.00

Plymouth Rugs
Dainty designs and colorings especially suitable for chambers, and others in more serviceable colorings for other rooms.

Kilmarnock Art Squares
Admittedly one of the most durable and beautiful floor coverings.
3x6... \$3.25 6x9... \$16.50
27x34... 3.50 8x10.6... 26.75
30x63... 5.00 9x12... 33.00
36x72... 5.85 10x13.6... 44.00
54x90... 10.50 12x15.0... 52.50

Lenox Rugs
For Bathrooms
Guaranteed fast colors and washable. All Sizes.

Shaike Rugs
A most attractive rug in soft blended colorings in pinks, greens and blues.
30x60... \$3.25 36x72... \$5.00

Old Towne Rugs
Manufactured from new rags in all the newest patterns and artistic colorings.

Straw Mattings
A thick serviceable rag rug in variegated shades and colorings.

25c to 75c
24x36... \$1.00 6x9... \$8.25
30x60... 2.00 8x10... 12.00
4x7... 4.50 9x12... 15.75

Crex Rugs and Matting
Made from prairie grass and very serviceable. For use on porches as well as indoors.

Special Prices by the Roll of 40 yards
18x36... \$.35 30x60... \$.85 6x9... \$3.75
24x48... .65 36x72... 1.25 8x10... 5.75
27x54... 75 54x90... 2.35 9x12... 7.50

Crex Matting, per yard, 40c

Let us launder your lace while your house is closed for the summer; have them done stock finish; it costs more, but they look much better.

John H. Pray & Sons Co.

646-650 Washington St., Opp. Boylston St.

Store Open Wednesday Evening
Closed all day Decoration day



TWO BARGAIN SPECIALS

AT THE BOYS' SHOP
FROM THE LEADING NEW YORK MANUFACTURERS
Remarkable Purchase
Complete Stock of Boys' High Grade Norfolk and

D. B. Knickerbocker Suits

Ages 8 to 18 years—All the new colorings, Gray, Brown, Olive, Blue and Tan—Not a suit among them made to retail for less than \$8.00. Entire lot placed on sale in our boys' department.

\$5.00 each

Boys' Confirmation and Graduation Suits
Blue Serges and Black Worsted—All the new Models.

\$5.00, \$6.50, \$8.50, \$10.00, \$12.50

Everything for Boys—Norfolk and D. B. Suits, Russian, Junior and Sailor Suits, Hats, Caps and Shoes

Children's Washable Suits, ages 2 1/2 to 10.

79c, \$1.39, \$1.89, \$3.89, \$4.50

The New Blazer Russian Suits, Duck Sailors and Junior Suits. Khaki, Linen and Crash Suits.

\$3.95, \$5.00, \$6.50, \$8.00

THE BALL GAME
Given away with purchase of Five Dollars or over, your choice of a Base Ball and Bat, Glove, Mitt or Mask

THE BOYS' DEPARTMENT

Open Wednesday Evening

CONTINENTAL CLOTHING HOUSE Washington and Boylston Sts.

BOSTON, MASS.

COURTENAY BAY PROJECT STARTED

ST. JOHN, N. B.—The harbor development work at Courtenay bay has been started, following the letting of a sub-contract by the Norton Griffith & Co., Ltd., to MacDonald & Doherty for about \$4,000,000. This job includes the building of the breakwater about a mile long, the removing of a large hill in the vicinity of the breakwater and the rock excavation for the graving dock just inside the breakwater.

D. R. MacDonald of Alexandria, Ont., has started small crew of men on the preliminary work and the machinery for the heavier work which will occupy about three years. Tracks will be laid to the scene of the work about a mile distant from the I. C. R. and a trestle built out into the bay to carry the rock to be purchased by the city.

PLAN PRESENTED FOR CIVIC CENTER

KANSAS CITY—Contending that the present retail center of Kansas City will remain fixed during the years to come, Architect George M. Siemens gave his reasons for planning the proposed civic center on the property bounded by McGee street, Holmes street, Tenth street and Admiral boulevard to the City Club recently, says the Star.

Mr. Siemens followed his talk with a series of stereopticon slides showing the growth of Chicago from its infancy. He declared that Kansas City probably would emulate Chicago in its growth.

Among the features of the proposed center are subway stations for trolley traffic under the public buildings and grounds. The proposed center will require approximately 8500 feet in frontage to be purchased by the city.

REAL ESTATE

SUFFOLK REGISTRY TRANSFERS

The following list of property comprises the latest recorded transfers taken from the official report of the Real Estate Exchange:

BOSTON (City Proper)

Erle Peterson to James B. Cushing, St. Germain st., w.; \$1.

James B. Cushing to Carl H. Johnson, St. Germain st., w.; \$1.

Sophie M. Fein to Isaac Heller, Carver st., Fayette st., Dover st., W. Springfield st.; q.; \$1.

Isaac Heller to Jennie Parker, Carver st., Fayette st., Dover st., W. Springfield st.; q.; \$1.

Jennie Parker to Isaac Heller, Carver st., Dover st., Fayette st., W. Springfield st.; q.; \$1.

Sarah Gordon to Isaac Gordon, E. Canterbury st.; q.; \$1.

McIntosh est. to F. A. York (corp.), Dedham st., d.; \$1.

Reginald C. H. to Riverbank Improvement Co., Bay State rd.; q.; \$1.

Charles A. Campbell to Laura F. Glenn, Peterborough st., 3 lots; q.; \$1.

Dudley L. Pickman et al. to Riverbank Improvement Co., Bay State rd.; q.; \$1.

Francis Welch to Riverbank Improvement Co., Bay State rd.; q.; \$1.

Riverbank Improvement Co. to Lillian T. Nutting, Bay State rd., 19 lots; q.; \$1.

Riverbank Improvement Co. to Dudley L. Pickman et al., Bay State rd., 2 lots; q.; \$1.

Riverbank Improvement Co. to Francis Welch, Bay State rd. and Ashby st.; q.; \$1.

Henry Wheeler to Abraham Snider et al., Washington st.; q.; \$1.

George W. Gordon to Daniel O'Brien et al., St. Germain st.; q.; \$1.

EAST BOSTON

Betha Fierman to Simon Fierman, Porter and London st.; q.; \$1.

Joseph Goldinger to Catherine F. Corrigan, Collins st.; w.; \$1.

Sims to John M. Strong, Collins st.; w.; \$1.

John M. Strong to Sidney H. Goldinger, Paris st.; w.; \$1.

DORCHESTER

Benjamin Lipman to Max Lipman, Kilton st., p.; \$1.

Samuel G. King et al. to Mary E. Griffin, Trull st.; w.; \$1.

Sims, trs., to Mary E. Griffin, Trull st.; w.; \$1.

Charles T. Nohm to Charles W. Dounce, Draper rd.; w.; \$1.

Some to some, Draper rd.; w.; \$1.

Widley Savings Bank, mrgd., to Widley Savings Bank, Wellington Hill st.; d.; \$75.

Walter S. Kennedy to Charles A. Williams, Humphrey st. and pe. in rear; r.; \$1.

Jessie D. Ayre to Frank H. Rogers, Geneva ave.; w.; \$1.

Stacy L. Hall to Mary A. Birmingham, Adams st.; q.; \$1.

Annie Goldstein to Emma Clark, Intervale st.; q.; \$1.

Charles M. Ballou to w.; \$1.

Adri F. Noyes to Ernest Koehler, Donner rd.; q.; \$1.

Andrew L. Hubbard to Mary of Fog, Rockdale st.; Savin Hill ave.; q.; \$1.

Mary M. Fox to John McWeeney, Rockdale st.; Savin Hill ave.; q.; \$1.

WEST ROXBURY

Margaret A. Stedman to Amie C. Stedman, Elm st.; Sedgewick st.; 2 p.; and 10th idl.; Sedgewick st.; rel.; \$1.

Louise C. Stoehr to Susan E. Wheeler, Walton st.; q.; \$1.

Charles E. Richards to William Williams, Forest Hills Land Trust to Horace K. Channell, tr.; Eldridge rd. and Hyde Park av.; d.; \$1.

BRIGHTON

William E. Barrows to James A. Boyd et al., Allston st. and Long av. and Allston st.; q.; \$1.

HYDE PARK

James W. Bazzano to Helena Branzei, Metropolitan and Hyde Park avs.; q.; \$1.

Matilda A. D'entremont to Joseph P. Lynch, Neponset ave.; w.; \$1.

STATE WILL HAIL MEMORIAL DAY

Memorial day will be observed in every city and town in Massachusetts tomorrow. In Boston, the principal feature will be the work horse parade, under the auspices of the Boston Work Horse Parade Association.

J. B. Lewis, patriotic instructor, has assigned the veterans of the civil war to make addresses before the children of the public schools. Students at Harvard University are to hold exercises in Sanders theater, Cambridge, tomorrow, when the speaker will be T. L. Livermore of Boston. The opening of Paragon park at Nantasket for its eighth season also comes tomorrow.

Acting under sanction of the United States postal authorities, Lincoln Beachey and Beckwith Havens will be collected at Rockingham park, near Salem, N. H., and taken by airplane to Lawrence, Mass. Harry N. Atwood is to take part in an aviation meet beginning tomorrow at Atwood park, Cliffdale.

The Chamber of Commerce at a meeting today adopted resolutions affirming the right of an employer to hire either union or non-union men, and demanding that the government furnish adequate protection to all firms who desire to operate under the open shop system.

The corner stone of the Soldiers and Sailors Memorial building at Melrose will be laid by the grand lodge of Massachusetts, Ancient Free and Accepted Masons, tomorrow. About 150 horses have been entered for the annual Chestnut Hill horse show tomorrow on the grounds of the Longwood Cricket Club at Chestnut Hill.

REPUBLICANS PLAN BIG STATE RALLY

Plans for a meeting of the Republicans of Massachusetts were formulated this afternoon by the executive committee of the Republican state committee. The last big gathering of the Republicans of the state was in 1909 at the Point of Pines, and the committee expects this meeting to surpass that.

At the last meeting of the state committee about a month ago the big summer meeting was proposed, and today's executive committee meeting was called to arrange a program to be presented to the next meeting of the entire committee.

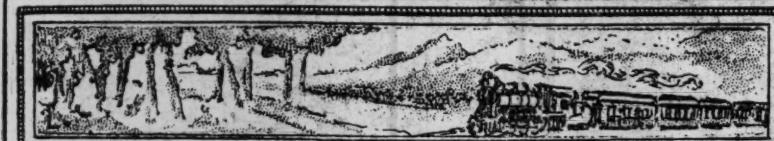
CHI PSI LODGE BURNS

MIDDLETON, Conn.—The Chi Psi fraternity lodge was ruined by fire Tuesday afternoon. The house cost \$30,000, and was erected about five years ago.

WOMEN IN CAMBRIDGE RALLY

An open air rally in the interests of the woman's suffrage party of wards 9 and 10 of Cambridge was held in Weymouth square, in that city, last night, attracting an audience of 150 men, women and children. Mrs. Frank L. Waldo presided.

TOURISTS CALL AT THE STATE HOUSE



NEW JERSEY RETURNS FROM PRIMARY GIVE MR. ROOSEVELT ALL

TRENTON, N. J.—On the face of the returns received so far today it is generally conceded that Mr. Roosevelt carried the New Jersey primary on Tuesday and probably will get every one of the 28 delegates to Chicago.

Governor Wilson is conceded also to have won the Democratic primary by a large plurality. Returns indicate that he defeated the Smith-Nugent faction in nearly every county of the state.

In some of the rural sections the vote for the Wilson delegates-at-large and the district delegates ran as high as 10 to 1 cast against the un instructed delegates placed in the field by the Smith-Nugent combine. In the preferential space on the ballot Governor Wilson ran without a rival.

The only section of the state where anything approximating a strong opposition to Roosevelt and Wilson made

itself felt was in Essex county, and more particularly in the city of Newark, the county seat and principal industrial and business center of the state. This is the headquarters both of the Taft Business Men's League, which bore the brunt of the primary battle for President Taft, and also the center from which James Smith Jr. and his chief lieutenant, James R. Nugent, conducted their operations against Governor Wilson.

E. W. Gray, secretary of the Taft Business Men's League, concedes that Roosevelt has carried the state on the preferential primary vote, and that the four delegates-at-large pledged to him would be elected.

Borden D. Whiting, chairman of the Republican Progressive League of Newark, estimated Mr. Roosevelt's plurality in the whole state at 12,000.

HOUSTON, Tex.—Solid delegation of 40 members instructed for Woodrow Wilson was elected to the national Democratic convention on Tuesday.

The delegation is composed of eight railroad commissioners and directors of the port of Boston, sitting jointly, on the Lomansky order for an investigation of the railroad situation in the state. In executive session late Tuesday the joint boards voted to make a report asking an indefinite extension of time, until the board members had time to consider the report to be made by the interstate commerce commission.

LEGISLATURE STARTS WORK WITH RUSH IN HOPE OF END TODAY

With a number of important matters still pending today the legislature is making a final effort to finish its business in time to notify Governor Foss this evening that it is ready to be prorogued. From the executive office comes word that the Governor will not prorogue, the two bodies until they have considered the several messages sent to the Legislature Tuesday. It is said that at least one more message will come from the Governor today.

A report is expected to come from the railroad commissioners and directors of the port of Boston, sitting jointly, on the Lomansky order for an investigation of the railroad situation in the state. In executive session late Tuesday the joint boards voted to make a report asking an indefinite extension of time, until the board members had time to consider the report to be made by the interstate commerce commission.

Later Representative Gardner, who was in charge of the presentation of the case against the beam trawlers, put several witnesses on the stand. The first was James Manuel Marshall, attorney for the Gloucester Board of Trade.

Mr. Marshall exhibited a model of an otter trawl and explained its workings to the committee. He said that the otter trawling system would work the ruin of the Gloucester fishermen, would deplete the supply of fish and would result in the cry of vested interests in the fishing industry. He said the system destroys the small fish and that it is a question whether a supply sufficient to meet the demand would be available within a few years.

Dr. George W. Field, representing the fish and game commission of Massachusetts, said the beam trawl did no harm to the bottom of the ocean. The pictures shown by Captain Robinson he declared to be unfair, since they did not portray conditions that exist in the beam trawling industry in this country.

Capt. William Main, from Aberdeen, Scotland, put the blame for his inability to make a living any longer as a line fisherman in the North sea off the Scottish coast upon the otter trawlers.

Belmont Malone, who had also worked on an otter trawler, said that about one third of the fish caught by it were under two and a half pounds and were thrown overboard.

Officials of Boston Elevated Railway Street Carmen's Union 589 say that more than half of the 4000 employees of the road are members of their organization and that 191 men joined on Tuesday. The work of organization is being continued today under the direction of Fred Fay of Ypsilanti, Mich., international organizer of the Amalgamated Association of Street and Electric Railway employees.

Directors of the Boston Elevated Mutual Aid Association and members of the Metropolitan Mutual Aid Association, an allied voluntary organization, at meetings held on Tuesday adopted resolutions expressing their appreciation of the treatment accorded them by the officials of the Elevated in deciding against reduction in wages when the nine-hour law goes into effect next January.

The members of the Elevated Carmen's union are to hold a meeting tonight in Wells Memorial hall.

MAKING UNION MEN OF 'L' EMPLOYEES

NEW YORK—John D. Rockefeller, by his indirect answers to the pointed and at times savage cross-examination by Samuel Untermyer, spoke much and said little at the new Standard Oil litigation Tuesday.

Mr. Rockefeller appeared as a witness in the action brought nominally by the state of Missouri to compel the inspectors of the election of the stockholders of the Waters-Pierce Oil Company at St. Louis last February to vote the proxies of the Rockefeller and other Standard Oil interests, who had named Standard Oil men as officers of the company.

The inspectors refused on the ground that to do so would be in violation of the decree of the supreme court of the United States disintegrating the company and of the decision of the Missouri supreme court ousting the Standard Oil Company of Indiana from the former state.

"Did you ever have a discussion with John D. Archbold as to how these subsidiaries should be 'cut loose and still held tight?'" asked Mr. Untermyer.

"There was never any thought of cutting loose and holding tight," Mr. Rockefeller almost shouted. "I happen to know about that."

"The matter of these reorganizations is something I have given no attention to at all," Mr. Rockefeller added.

"Then how do you know whether it is being managed so as to cut loose and hold tight if you say you don't know anything about it?" pursued Mr. Untermyer. "I say, how do you know it, since you tell us now you don't know how it has been done?"

"I think you are making a mistake in claiming—representing what I understand to say," replied the witness.

"Then how do you know whether it is being managed so as to cut loose and hold tight if you say you don't know how this disintegration was being done? Am I right about that, or am I wrong? I want you to answer me in that. That is a plain question."

"I have nothing to do with that work at all."

"Do you know how it is being done, yes or no?"

"I don't know the particular steps in each case."

"Do you know how the business of the companies is being arranged? Do you know?"

"I do."

"There was a plan, as I understand it, to try to obey the decree and yet to run these businesses together."

"No, sir," answered the witness again raising his voice, "each of these interests is distinct."

"Then why is it that the old company and this group of gentlemen of which you speak had placed in their hands the proxies with which to set up and constitute and name all of the boards of directors and all of the officers of these constituent companies?"

"In order that these boards of directors of these constituent companies might be qualified in the best way to fulfill their functions," replied the witness. "That is a very simple thing."

"Having been named by this group—all of them—that is your idea of independence?" queried Mr. Untermyer.

Mr. Untermyer concluded his ques-

tioning at this point with a heavy sigh.

The examining attorney remarked that if the witness were asked if the sun was shining outside" Mr. Rockefeller wouldn't give a direct answer. He would say instead that "the moon was about to rise."

Mr. Rockefeller was examined at length about signing proxies.

"Did you ever read the dissolution decree of the United States court in the Standard Oil suit?" he was asked.

"I don't think so," replied Mr. Rockefeller.

"Ever had it explained to you?"

"I think I have in a general way," said the oil man quietly. He added that he was a very busy man.

Mr. Untermyer concluded his ques-

BEAM TRAWLS SPELL RUIN FISHERMEN TELL HOUSE COMMITTEE

WASHINGTON—Otter trawling was taken up Tuesday by the House committee on merchant marine and fisheries. The hearings are on a bill and resolution introduced by Representative Gardner of Massachusetts, both of which are aimed against beam trawling.

The bill provides that fish caught by this method shall not be sold in American markets. The resolution directs the commissioner of fisheries to investigate the beam trawling system. The hearings probably will last several days.

The proponents of the bill, including a delegation of Gloucester fishermen, began presentation of their case with an exhibition of motion pictures showing the workings of the beam trawler.

Later Representative Gardner, who was in charge of the presentation of the case against the beam trawlers, put several witnesses on the stand. The first was James Manuel Marshall, attorney for the Gloucester Board of Trade.

Mr. Marshall exhibited a model of an otter trawl and explained its workings to the committee. He said that the otter trawling system would work the ruin of the Gloucester fishermen, would deplete the supply of fish and would result in the cry of vested interests in the fishing industry. He said the system destroys the small fish and that it is a question whether a supply sufficient to meet the demand would be available within a few years.

Dr. George W. Field, representing the fish and game commission of Massachusetts, said the beam trawl did no harm to the bottom of the ocean. The pictures shown by Captain Robinson he declared to be unfair, since they did not portray conditions that exist in the beam trawling industry in this country.

Capt. William Main, from Aberdeen, Scotland, put the blame for his inability to make a living any longer as a line fisherman in the North sea off the Scottish coast upon the otter trawlers.

Belmont Malone, who had also worked on an otter trawl, said that about one third of the fish caught by it were under two and a half pounds and were thrown overboard.

Dr. George W. Field, representing the fish and game commission of Massachusetts, said the beam trawl did no harm to the bottom of the ocean. The pictures shown by Captain Robinson he declared to be unfair, since they did not portray conditions that exist in the beam trawling industry in this country.

Capt. William Main, from Aberdeen, Scotland, put the blame for his inability to make a living any longer as a line fisherman in the North sea off the Scottish coast upon the otter trawlers.

Belmont Malone, who had also worked on an otter trawl, said that about one third of the fish caught by it were under two and a half pounds and were thrown overboard.

Belmont Malone, who had also worked on an otter trawl, said that about one third of the fish caught by it were under two and a half pounds and were thrown overboard.

Belmont Malone, who had also worked on an otter trawl, said that about one third of the fish caught by it were under two and a half pounds and were thrown overboard.

Belmont Malone, who had also worked on an otter trawl, said that about one third of the fish caught by it were under two and a half pounds and were thrown overboard.

Belmont Malone, who had also worked on an otter trawl, said that about one third of the fish caught by it were under two and a half pounds and were thrown overboard.

Belmont Malone, who had also worked on an otter trawl, said that about one third of the fish caught by it were under two and a half pounds and were thrown overboard.

Belmont Malone, who had also worked on an otter trawl, said that about one third of the fish caught by it were under two and a half pounds and were thrown overboard.

Belmont Malone, who had also worked on an otter trawl, said that about one third of the fish caught by it were under two and a half pounds and were thrown overboard.

Belmont Malone, who had also worked on an otter trawl, said that about one third of the fish caught by it were under two and a half pounds and were thrown overboard.

Belmont Malone, who had also worked on an otter trawl, said that about one third of the fish caught by it were under two and a half pounds and were thrown overboard.

Belmont Malone, who had also worked on an otter trawl, said that about one third of the fish caught by it were under two and a half pounds and were thrown overboard.

Belmont Malone, who had also worked on an otter trawl, said that about one third of the fish caught by it were under two and a half pounds and were thrown overboard.

Belmont Malone, who had also worked on an otter trawl, said that about one third of the fish caught by it were under two and a half pounds and were thrown overboard.

Belmont Malone, who had also worked on an otter trawl, said that about one third of the fish caught by it were under two and a half pounds and were thrown overboard.

Belmont Malone, who had also worked on an otter trawl, said that about one third of the fish caught by it were under two and a half pounds and were thrown overboard.

Belmont Malone, who had also worked on an otter trawl, said that about one third of the fish caught by it were under two and a half pounds and were thrown overboard.

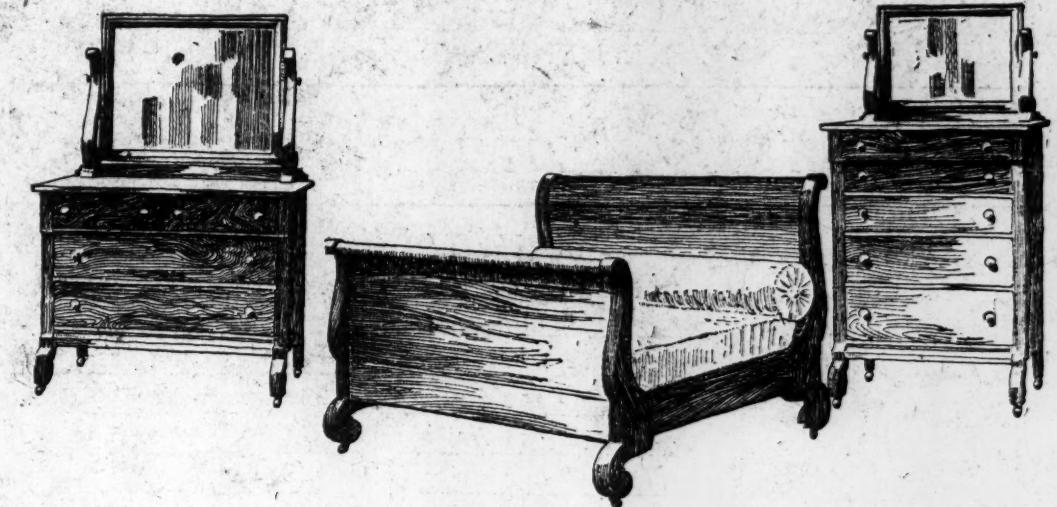
Belmont Malone, who had also worked on an otter trawl, said that about one third of the fish caught by it were under two and a half pounds and were thrown overboard.

Belmont Malone, who had also worked on an otter trawl, said that about one third of the fish caught by it were under two and a half pounds and were thrown overboard.

Belmont Malone, who had also worked on an otter trawl, said that about one third of the fish caught by it were under two and a half pounds and were thrown overboard.

Belmont Malone, who had also worked on an otter trawl, said that about one third of the fish caught by it were under two and a half pounds and were thrown overboard.

Paine's



A SOLID MAHOGANY BEDROOM SET

Of fine Colonial design, graceful, dignified, impressive.

Of splendid construction, material and finish.

At a price that could not be approached elsewhere for furniture of equal worth.

It illustrates how much we have accomplished in bringing *really good mahogany* within the reach of those of moderate income.

Bureau, \$45; Chiffonier, \$43; Bed, \$60.

PAINE FURNITURE COMPANY

48 Canal Street

Between North Station and Haymarket Square

VEUVE CHAFFARD PURE OLIVE OIL

BOTTLED IN FRANCE

In Honest Bottles

Full Quart Bottles	\$1.20	13.00	\$13.00
Full Pint Bottles	.70	7.00	7.00
Full 1/2 Pint Bottles	.40	4.50	8.50
Red Label, gallon tins, each		\$3.25	
Blue Label, gallon tins, each		2.35	

ITALIAN OIL

S. S. P. OLIVE OIL	1/2 gallon cans	\$1.55
Creme de la Creme	1 gallon cans	2.90
	6 gallon cans	15.50

S. S. PIERCE CO IMPORTERS AND GROCERS

Cor. Tremont and Beacon Sts., Copley Square, Coolidge Corner, Brookline

BOSTON

WEDDING GIFTS CUT GLASS RICH HEAVY CUTTING OF FINEST QUALITY

BEST VALUES AND ASSORTMENT IN NEW ENGLAND

Smith Patterson Co.

52 Summer St., Boston

Houghton & Dutton Co.

It pays to pay cash
NEW ENGLAND'S GREAT CASH HOUSE

Exceptionally Low Prices on Summer Needs



This year we offer a better value in Flags than ever before: A fine cotton Bunting Flag, size 3 feet by 5 feet, each stripe sewed in with a double row of stitching, the field of 48 stars doubly sewed in, with a headband of heavy cotton with metal grommet in each end for attaching halyards. This flag is in soft finish and warranted fast colors. There is no waiting to get them. We have thousands of them ready for sale and our price is only 33c each. By mail 7c extra.....

We also offer flags of the same quality, but larger, size 6x4. This flag we offer for only 49c each.

Poles for the above flags—Not cheap sticks, no larger than broom handles, but good substantial, hardwood poles, 1 1/4 inches in diameter, with ball head and white cotton halyards, for 49c each.

Metal Sockets for the same, 29c each.....

Flag Poles from, each.....

According to length.

Brackets from, each.....

49c

49c

29c

49c to 12.98

29c to 1.49

Standard U. S. Government Wool Bunting Flags, each star sewed in, stripes firmly sewed, and the very best flag that money can buy.

Sizes Prices Sizes

2x3..... .95 6x9..... 3.98

3x5..... 1.69 6x10..... 4.24

4x6..... 2.24 8x12..... 6.44

5x8..... 3.24 9x15..... 9.79

Other sizes in proportion.

Printed Cotton Flags, mounted on staff with gilt spear head:

24-inch length, a dozen..... 1.00

36-inch length, a dozen..... 2.75

48-inch length, a dozen..... 5.50

Printed Silk Flags, mounted on staff with gilt spear heads:

6-inch, per dozen..... 1.00

12-inch, per dozen..... 1.75

24-inch, per dozen..... 3.75

36-inch, each..... 89c

Printed Muslin Flags, on staff:

2 x 3 inches, per dozen..... 3c

4 1/2 x 7 1/2 inches, per dozen..... 8c

7 1/2 x 10 inches, per dozen..... 12c

33c

Metals Sockets for the same, 29c each.....

Flag Poles from, each.....

According to length.

Brackets from, each.....

29c to 1.49

Bicycles



The Bicycles we carry are of the very finest quality, guaranteed in every respect; each one equipped with first-class coaster brake. They are just as good as it is possible to make. Prices from, 20.98 to 27.98 each.

Base Ball Goods



Baseball Bats..... 10c to 98c
Baseballs..... 5c to 1.25
Baseball Gloves..... 19c to 3.98
Baseball Masks..... 24c to 3.49
BOYS' BASEBALL SUITS—Blue, gray and khaki, consisting of cap, shirt, pants and belt.... 98c

Fishing Tackle

The fishing season is now here and we are ready for it with a complete assortment of every requisite.

We have a complete line of every requisite for the fisherman, including: FISHING POLES, split bamboo rods for bait fishing and casting 89c to 10.48

Reels..... 24c to 8.49
Trolling Spoons..... 9c to 59c
Lines..... 4c to 3.98
Flies..... 1c to 1.50
Leaders, each..... 2c to 25c
Rubber Insects, each..... 21c

Rod Holders, Nets, Creels, Bait Boxes, Hooks, Fishing Knives and Scales, in good variety and at very low prices.

Tents

WE HAVE A FINE ASSORTMENT, from the little Indian wigwam play tents up to the largest size of heavy duty canvas tents. Play tents from 1.98 upwards.

WALL TENTS, made from U. S. duck that has been treated so as to be mildew proof. Sizes 7x7, 9x9, 11x11, 13x13.

With fly, 50% extra.

OTHER TENTS in a large variety.

Photographic Sundries

Automobile Requisites



GAUNTLETS
The lines we carry are of the highest quality, made of calf, goat and velvet tanned and with large cuffs so that coat sleeves will readily go inside and be made and best wearing line of gauntlets on the market. Prices, per set, exclusive of stores range from

1.98 to 2.49

AUTOMOBILE GOGGLES, about 30 different styles to select from, with crystal, yellow and blue glasses. Prices from 49c to 2.98

IMITATION AND GENUINE LEATHER LUNCHEON CASES, containing from one single Thermos bottle to two bottles and lunch box, in prices ranging from each, 62c to 14.50

Cameras and Supplies



Cameras of every description, including the Easicon "EOPAKS," Rochester Optical Co.'s "PREMO" Cameras, "Hawkeys" Brownies, and other standard makes, prices from \$2.00 up.

Photographic Developing and Printing

We are splendidly equipped for this branch of the business. None but experienced people are allowed to attend the work to ensure the best possible results.

Price list for printing developing and enlarging sent on application. Mail orders promptly attended to.

If you cannot come to the store, Order by Mail. We guarantee our service to be reliable and satisfactory.

Hammocks

OUR ASSORTMENT, we believe, is the largest to be found in Boston, comprising all kinds, sizes, colors and qualities.

50 different styles similar to above, in plain and fancy colors, open and close woven with fine and soft pillows and with wide fancy fringed valance. Prices range from

89c to 6.98

OUR SPECIAL OFFER IN FULL SIZE RACKETS. We closed out from a leading manufacturer of standard rackets, whose name we cannot mention, a lot of 800 very fine rackets that we can recommend. We offer one lot of regular \$1.50 rackets at

98c to 1.74

1 LOT that averaged from

\$5.00 to \$8.00 each, on up to

2.24

TENNIS BALLS, from \$2.67 a dozen up to \$12.00 a dozen.

TENNIS NETS..... 98c to \$3.98

TENNIS POSTS..... 79c a pair up to

\$1.98 a pair.

TENNIS TAPE..... 2.98

CROQUET SETS, from the cheapest

to the best, 8-16 sets, made of selected hardwood, 18 or 24 mallets to choose from. Prices, per set, range from

62c to 7.49

COUCH HAMMOCKS—White, khaki, and other colors, with or without springs. Prices range from

4.98 to 19.98

STANDS FOR ABOVE, in wood, end and iron, each..... 3.74 to 5.00

HAMMOCK AWNINGS..... 4.49 to 6.98

COUCH HAMMOCKS—White, khaki, and other colors, with or without

springs. Prices range from

4.98 to 19.98

STANDS FOR ABOVE, in wood, end and iron, each..... 3.74 to 5.00

HAMMOCK AWNINGS..... 4.49 to 6.98

COUCH HAMMOCKS—White, khaki, and other colors, with or without

springs. Prices range from

4.98 to 19.98

STANDS FOR ABOVE, in wood, end and iron, each..... 3.74 to 5.00

HAMMOCK AWNINGS..... 4.49 to 6.98

COUCH HAMMOCKS—White, khaki, and other colors, with or without

springs. Prices range from

4.98 to 19.98

STANDS FOR ABOVE, in wood, end and iron, each..... 3.74 to 5.00

HAMMOCK AWNINGS..... 4.49 to 6.98

COUCH HAMMOCKS—White, khaki, and other colors, with or without

springs. Prices range from

4.98 to 19.98

STANDS FOR ABOVE, in wood, end and iron, each..... 3.74 to 5.00

HAMMOCK AWNINGS..... 4.49 to 6.98

COUCH HAMMOCKS—White, khaki, and other colors, with or without

springs. Prices range from

4.98 to 19.98

STANDS FOR ABOVE, in wood, end and iron, each..... 3.74 to 5.00

HAMMOCK AWNINGS..... 4.49 to 6.98

COUCH HAMMOCKS—White, khaki, and other colors, with or without

springs. Prices range from

4.98 to 19.98

STANDS FOR ABOVE, in wood, end and iron, each..... 3.74 to 5.00

HAMMOCK AWNINGS..... 4.49 to 6.98

COUCH HAMMOCKS—White, khaki, and other colors, with or without

springs. Prices range from

4.98 to 19.98

STANDS FOR ABOVE, in wood, end and iron, each..... 3.74 to 5.00

HAMMOCK AWNINGS..... 4.49 to 6.98

COUCH HAMMOCKS—White, khaki, and other colors, with or without

springs. Prices range from

4.98 to 19.98

STANDS FOR ABOVE, in wood, end and iron, each..... 3.74 to 5.00

HAMMOCK AWNINGS..... 4.49 to 6.98

COUCH HAMMOCKS—White, khaki, and other colors, with or without

springs. Prices range from

4.98 to 19.98

STANDS FOR ABOVE, in wood, end and iron, each..... 3.74 to 5.00

HAMMOCK AWNINGS..... 4.49 to 6.98

COUCH HAMMOCKS—White, khaki, and other colors, with or without

springs. Prices range from

4.98 to 19.98

STANDS FOR ABOVE, in wood, end and iron, each..... 3.74 to 5.00

HAMMOCK AWNINGS..... 4.49 to 6.98

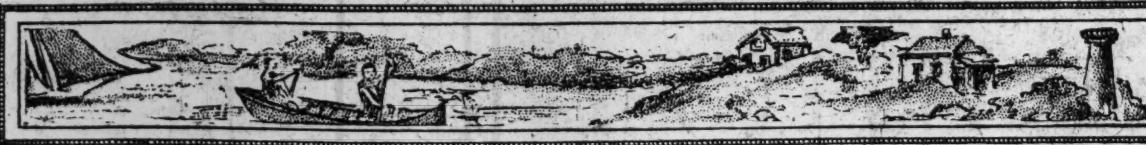
COUCH HAMMOCKS—White, khaki, and other colors, with or without

springs. Prices range from

4.98 to 19.98

STANDS FOR ABOVE, in wood, end and iron, each..... 3.74 to 5.00

HAMMOCK AWNINGS..... 4.49 to 6.98



ELECTRIC RAILWAYS—A LOOK AHEAD

Gen. William A. Bancroft, President of the Boston Elevated Company, Reviews Conditions as They Appear from Managerial Standpoint

Exigencies of the future that the electric railway must face with specific reference to Greater Boston, are considered in the following article written specially for the Monitor by the head of the Boston Elevated system.

THE usefulness of the electric railway as a developing agent has been impressed on this community by recent extensions of rapid transit. The new Cambridge subway and the East Cambridge elevated extension in making available for suburban residence large areas to the west and north of Boston have strikingly illustrated the generalizations of the writer of the census office's compilation on "The Urban Street Railway as a Social Factor," in which he says:

"The chief function of the street railway in a great city is the distribution of the population over a wider area than it would be otherwise possible to occupy. Economic and social forces tend powerfully to draw multitudes of people into large urban communities, and as the inhabitants increase in numbers, they must either crowd ever closer and closer together to the detriment of health and comfort, or they must find some means by which, without intolerable waste of time and strength, they may live further from one another and from their places of business."

Assuming that the public is well satisfied with what has already been done to give Boston safe, convenient and inexpensive transit facilities it may be allowable to consider a few problems which traction experts have to meet in planning for the future. Everybody's interest is at issue in continuing the leadership of this city in urban transportation. The directors of the Boston Elevated Railway Company, all men who have a substantial stake in the common prosperity, have shown themselves anxious to earn their fellow citizens' confidence and respect by their foresight and enterprise. The electric lines operating just outside the metropolitan territory certainly show no different disposition. The local outlook for transportation is highly encouraging if three broad principles of progress are accepted by the transportation companies and the public.

These principles of progress are (1) intelligent application of expert knowledge and scientific management within the company; (2) intelligent recognition on the public's part that no public service corporation can go faster than its financial circumstances permit; (3) intelligent endeavor among companies to do each the particular things that it is by nature best fitted to do. Elemental as these propositions are it may be worth while to try to develop each of them briefly, taking them in their reverse order.

Railroads and Railways

Such competition as exists between the electric railways and steam railroads in eastern Massachusetts is sometimes misunderstood. There is competition, undoubtedly, in certain departments of operation, and it may be and often is a stimulating and healthful competition—the kind that stirs managers to emulation and exertion rather than malice and bad feeling.

The areas, nevertheless, in which the spheres of activity of the two agencies overlap and render competition possible and desirable are very limited and tend to disappear. For the most part there are certain things which the electric railway can do best and certain other things which the steam railroad does best; in these departments self interest dictates that neither shall attempt to interfere or compete with the other. In these days of refined cost accounting no competent manager goes after business merely for the sake of having it. His first question is whether he can do it satisfactorily to his customers and at a reasonable profit.

The railroad is the natural carrier of heavy and bulky freights. Electric lines with their lighter equipment, steeper grades, more subdivided passenger schedules and more immediate service of residential districts cannot properly or economically handle very large shipments of commodities. The work of bringing to New England the raw materials of industry and of getting manufactured goods quickly and cheaply to other sections belongs mostly to the steam railroads. It will still, for all that can be foreseen, be their problem after electrification.

In the case, however, of the hauling of light freights—traffic of a sort approximating the carrying of express parcels—the competitive area of activity exists. In transporting certain articles over comparatively short distances, as of farm produce consigned to a nearby city, the electric express car has been proved to be a possible competitor on fair terms with the railroad freight car. Its quick and reliable service is obviously in the public interest; the spirit of rivalry which is stirred up between the freight traffic offices of the two transportation interests is in reality good for both companies. Hence the propriety, as conceded by the railroad commissioners of this commonwealth, of permitting electric express business to



(Photo by Chickering)
GEN. WILLIAM A. BANCROFT

be done in localities where increased advantage to the consuming public seems likely to result.

The present phenomenon of suburban residents who have always used the railroad service transferring their allegiance to electric cars connecting with the Cambridge subway has been explained as an indication that the Elevated company is taking away business from the Boston & Maine. That it is also making business for the railroads is not always appreciated, for people fail to reason that large increases of population in the suburban areas mean more traffic for all classes of carriers.

Readjustment in Progress

A readjustment in this field, at all events, is unquestionably in progress. It should be thoroughgoing and scientific. The railroads' suburban rates, if we are correctly informed, have not of recent years been especially profitable. They are understood to have been made before accounting methods had reached their present perfection. They represent a compromise between what the railroad managers would have liked to charge and what regular passengers could and would pay in preference to living nearer their work. The average railroad passenger fare per mile in Massachusetts, according to the railroad commissioners' 1911 report, was 1.65 cents. No one familiar with the financial side of railroad operation can believe this to be an excessive charge. Where suburban services are offered at a considerably lower rate per mile it is possible that the convenience of the public has been considered first and profits from operation afterward. If a part of A's business is operated at a loss and B can take it over for operation at a profit both sides benefit by the transaction. Whether this generalization applies to any large section of suburban traffic will be determined by the amicable readjustment of the next few years.

Growth of population is not, of course, the sole factor in producing increases of traffic. The better the transportation facilities are the more frequently people will ride. Hence the traction company's business may grow faster than the population. A marked effect of the diffusion of population brought about by such an improvement as the Cambridge subway is to increase the number of regular patrons of the company's services. Residents of Greater Boston already use the car service much more frequently than average Americans. This tendency will presumably continue, particularly as the movement toward suburban homes gathers strength and as the parks and pleasure resorts become each year more alluring.

Number of Rides Decreasing

It is a fact, nevertheless, that the annual increase in the number of rides per inhabitant is now less than it was in the first years of the Boston Elevated Company's control. In 1898 the number of carfares per year per capita in the 30 towns and cities within a 10-mile radius from the State House was 168. A considerable annual increment was noted for several years thereafter until at the beginning of 1907 the average citizen of Greater Boston rode 215 times a year. The panic of that year, however, caused a slight recession since which time the rate of increase has been distinctly slower. Various explanations are offered. There is a normal saturation point in traffic. However excellent the facilities, people do not use them merely for the sake of thus spending their time and money. Another circumstance noted by the transit commission is this: "Partly owing perhaps to the use of the automobile, the increase in the annual number of rides per inhabitant has been halted." The commission estimates that the average number of rides per inhabitant in 1920 will be 224. This is certainly less than might have been predicted from the figures between 1898 and 1907. Efforts made by the Elevated company to increase its traffic may or may not bring the actual figure eight years hence above this estimate.

None of the other sources of income now appearing in the balance sheet promises any considerable expansion in the near future. Carriage of the mails for the postoffice yields a few thousand

large increase in revenues from growth

to say, was urged not for present adop-

THE MERCANTILE HEART OF NEW ENGLAND— A Store of Many Advantages for the Buying Public of New England

IN addition to the certainty of fair dealing and reliability that patrons here enjoy and in addition to benefiting by the policy that has *ever* identified this house of quick and satisfactory adjustment of every claim or error, there are many worth-while reasons why thousands upon thousands of knowing buyers give preference to this store above all others.

HERE is the advantage of selecting from stocks twice as large and complete as can be found elsewhere.

HERE is the advantage of a systematic arrangement of sections whereby kindred lines of merchandise are grouped together.

HERE is the advantage of wide aisles and liberal spaces between counters, thus providing freedom from unpleasant crowding.

HERE is the advantage of the best corps of salespeople to be found anywhere, trained in our own school of instruction.

HERE is the advantage of finding the most complete displays of foreign goods carried by any retail house in America.

HERE is the advantage of a "Great Juvenile Floor" where all goods for boys and girls are conveniently assembled.

HERE is the advantage of a "Great Basement Store" devoted exclusively to the less expensive lines of merchandise.

HERE is the advantage of an entire building given over to the display of the better and best grades of furniture.

HERE is the advantage in our New Building of an entire Floor of Upholsteries and Curtains from which to make selection; also an entire floor of Rugs, Carpetings, and Linoleums; also an entire floor of Kitchen Goods, Bathroom Supplies and Hardware.

HERE is the advantage of separating men's goods from other goods—affording an accessible, completely stocked store for men quite apart from other lines of merchandise.

HERE is the advantage of the best carrier, shipping and delivery system that modern methods can devise.

These are but a few of the almost numberless advantages that have made for the success of this business. The position of *leadership* in any line of endeavor in any community is evidence in itself of trustworthiness. And *leadership* and *trustworthiness* have long since been synonymous with this organization.

Jordan Marsh Company

HAMBURG
Largest S.S. Co.
OVER 400
TONS

**Atlantic
Service**
LONDON—PARIS
—HAMBURG

May, Sailing
Kais'r Aug. Vie. 30th, 10 A. M.

June Sailings

Kais'r Luis'e ... 8th, 9 A. M.
Pres. Lincoln ... 8th, 11 A. M.
America ... 13th, 9 A. M.
Hamburg ... 20th, 10 A. M.
Cleveland ... 22nd, 12 noon
Hamburg ... 22nd, 12 noon
Kais'r Aug. Vie. 27th, 9 A. M.
Pres. Grant ... 31st, 10 A. M.

July Sailings

Cincinnati ... 4th, 12 noon
Pennsylvania ... 6th, 10 A. M.
America ... 11th, 2 P. M.
Pres. Lincoln ... 11th, 9 A. M.
Cleveland ... 23rd, 9 A. M.

August Sailings

Kais'r Aug. Vie. 1st, 11 A. M.
Pres. Grant ... 1st, 12 noon
America ... 15th, 11 A. M.
Cincinnati ... 22nd, 1 P. M.
Pres. Lincoln ... 31st, 12 noon

**2d Cabin only. Will call at Bon-
jogne. 1st Cabin only.**

AROUND THE WORLD

Nov. 9, 1912 Feb. 27, 1913

From New York from San Fr'isco

By S.S. CLEVELAND (17,000
Tons)

DURATION EACH CRUISE 110 DAYS Cost \$650 Up
including all necessary expenses
aboard and ashore, railway, hotel,
shore excursions, carriages, guides,
etc., etc.

Write for booklet of any cruise.

Hamburg-American

LINE

607 Boylston St.
BOSTON, MASS.

Copyrights

THE EDDY IS A REAL Refrigerator

SLATE STONE SHELVES

NOT AN IMITATION. Not an experiment. Not a hollow sham. Not made for a parlor ornament. Not made to suit somebody's fad or fancy. Not made with open joints, or joints filled with cement to absorb grease and odors.

BUT, made for what a real refrigerator is intended for, that is, to keep food pure and sweet with the least amount of ice consistent to obtain a perfect circulation of pure, cold, dry air. The inside lining is air-tight, *nothing* can penetrate back of it to cause any unwholesome condition whatsoever.

ABSOLUTELY SATISFACTORY.

THAT'S THE EDDY

They are manufactured by

D. EDDY & SONS CO., BOSTON, MASS.

Who have made refrigerators (and nothing else) for 65 years, 12 months in every year. *Is not their experience worth something to you when buying a refrigerator?* A word to the thinking people is sufficient.

Everywhere, it is the BEST DEALERS that recommend and sell

THE EDDY

Catalog mailed for the asking.

If you like the flavor of vanilla, use

Burnett's Vanilla

YOU WILL NEVER REALIZE HOW DELICIOUS A CUSTARD, BLANC-MANGE, OR A FROSTING CAN BE UNTIL YOU HAVE FLAVORED IT WITH BURNETT'S VANILLA.

JOSEPH BURNETT COMPANY,
Boston, Mass.

Chickering Pianos

RECENT experiments in the direction of tone production made by us have resulted in the perfection of a notable Grand Piano, THE STYLE X (next size larger than the famous Quarter Grand). It is an instrument of rare and exquisite tone, in which quality and not quantity has been the first consideration. It is a new departure in modern piano building, and in inviting attention to it we do so with much pride in the success of our efforts. These instruments may be seen at our show rooms, Tremont and Northampton Sts., near Massachusetts Ave., Boston.

Chickering Pianos
Established in 1823

WOODWORTH'S Trailing Arbutus Talcum

IT'S NEW. IT'S GOOD. IT'S NEEDED. Be sure to take this exquisitely perfumed powder. It is made from the finest talcum powder and is exceptionally pure. Moreover, it is approved by discriminating people. Choice white and flesh color neatly packed in glass jar with cork, with convenient sailor tops. Write for sample, or send 25 cents in stamps for full attractive 4 oz. can.

WOODWORTH—PERFUMERS
Makers of the famous "Blue Lilles" perfume.
Dept. C. ROCHESTER, N. Y.
For Sale at All Toilet Counters.

IT'S NEW. IT'S GOOD. IT'S NEEDED. Be sure to take this exquisitely perfumed powder. It is made from the finest talcum powder and is exceptionally pure. Moreover, it is approved by discriminating people. Choice white and flesh color neatly packed in glass jar with cork, with convenient sailor tops. Write for sample, or send 25 cents in stamps for full attractive 4 oz. can.

WOODWORTH—PERFUMERS
Makers of the famous "Blue Lilles" perfume.
Dept. C. ROCHESTER, N. Y.
For Sale at All Toilet Counters.

IT'S NEW. IT'S GOOD. IT'S NEEDED. Be sure to take this exquisitely perfumed powder. It is made from the finest talcum powder and is exceptionally pure. Moreover, it is approved by discriminating people. Choice white and flesh color neatly packed in glass jar with cork, with convenient sailor tops. Write for sample, or send 25 cents in stamps for full attractive 4 oz. can.

WOODWORTH—PERFUMERS
Makers of the famous "Blue Lilles" perfume.
Dept. C. ROCHESTER, N. Y.
For Sale at All Toilet Counters.

FASHIONS AND T

APPAREL FOR THE BEACH AND SUMMER HOME

BY KATHRYN M. FORD
Apparel section, Mandel Brothers, Chicago

COULD anyone imagine a smarter trotter suit for the beach than Bernard's latest model? It is made of white agaric (or Turkish toweling)—finished with imitation pearls on the front of the jacket, fastening high at the neck, with long white silk cords and tassels; the skirt showing the very newest tunic idea, yet preserving that slender silhouette line so desirable in all up-to-date creations.

Another chie suit for morning wear is made of chameleon taffeta—Cheruit's latest idea in the very new and pretty pannier. It has an extreme cutaway coat, brought together in front, high up on the bust, with a cabochon of self material. The coat, collar and cuffs, as well as the long, pointed position back, are finished with a narrow box plaited edge of taffeta. The pannier is gracefully drawn in at the back of the skirt about a foot from the bottom, and finished with the same quaint plaiting of taffeta to match the coat.

We might mention still another very new creation by Francis—the three-piece cabaret or middy suit, an extremely attractive garment fashioned of very fine men's serge in navy blue; the bodice, sleeves and coat being laced and drawn together with white silk tape. Accompanying this smart garment is a sleeveless jacket, also finished with the white silk tape lacing to match the gown.

This will undoubtedly be a season of white in trotter and semi-dress suits—the white agaric leading in the line of fabrics, closely followed by the practical serges, bedford cords and wide wales. When I talk of trotter and semi-dress tailored suits my enthusiasm knows no bounds, for the makers of these attractive ready-to-wear garments have certainly outdone themselves this season in the way of smart models, perfect lines and attractive materials.

This season the strictly plain tailored suit seems to have no place in middy's wardrobe—even for the mountains, seashore or for traveling. Every new creation—both foreign and domestic—shows smart touches of trimming, and some of them are very elaborately trimmed. We are favored this season with a greater number of absolutely new creations from the foreign makers than ever before, yet at the same time each one is attractive in its own individuality. It is really these chic touches of trimming that makes this distinction.

Coatees and Redingotes

From Paris comes the very latest creation in a wrap—the smart redingote. This we see made from taffeta, char-



PANNIER GOWN DESIGNED BY CHERUIT

meuse, and the newest one is shown in white agaric. Speaking of the seashore, this white agaric redingote, together with the very new plaited Norfolk in the many striped flannels, can be relied upon as the smart outer garment to be worn over linen, lingerie or silk frocks.

There is also a new coat from Bernard, made in a very simple model, very appropriate for seashore wear—of the double-faced agaric—that is, white agaric one side, with primrose or light blue as a reverse side, and turned back as a trimming in the lapels and cuffs.

For mountain wear we have a plaited Norfolk of heavy blanket cloths with belt effect and large patch pockets. This smart coat can be fastened high at the throat or rolled low as one desires. There is also the very new cosaque coat with leather belt. I might say that all ex-

tremely new coat models, both foreign and domestic, show lengths from just below the hips to three quarter and do not run full length as in seasons gone by.

You will see equally as many new ideas in outer wraps as are to be found in two-piece trotter suits. Conspicuous among the foreign creations might be mentioned the taffeta coatee. This little wrap comes in a variety of models, and is representative of pretty nearly every foreign designer, as well as copied extensively by American makers. Made of soft chameleon taffeta in a variety of shades—scalloped, Shirred and ruffled into a fuzzy little affair reaching scarcely below the hips, and in many instances almost sleeveless, it makes a very dressy accessory to any lingerie, silk or linen frock.

Pannier Gowns and Frocks

Almost every European designer has sent broadcast his or her idea of the pannier gown or suit, and these together with the many Americanized copies make it possible now to see at almost every cafe and theater many replicas of this graceful creation.

Cheruit gives us the newest and perhaps one of the most wearable pannier gowns yet sent across the water—this particular model being made of a greenish-blue-and-white striped chameleon taffeta, finished at the neck with Bulgarian embroidery in various colors; the pannier gracefully drawn up just below the knee with a wide band of olive green velvet; the skirt at the bottom being totally plain and quite narrow, emphasizing the pannier effect above.

Drecoli also sends us an individual pannier gown made of charmeuse in taupe gray and Mme. Paquin is the originator of a wonderful gown made of the very new Jouey silk combined with the plain glace taffeta. From Lucile we have another charming model in Jouey silk. These Jouey silk frocks would be particularly smart for porch parties or piazza wear at the seashore or summer home, topped by one of the new piazza wraps made of charmeuse edged with marabout.

In dinner and theater gowns I could mention hundreds of beautiful creations, both foreign and domestic, made of the various new materials, such as striped and bordered chiffons, brocaded ratine, white washable crepe, chameleon taffetas, the ever desirable charmeuse, and many other pretty fabrics so much in vogue this season. There are more new models than fabrics, each distinctly different from the other, yet all show the tendency to draped or pannier effects.

In concluding, permit me to say that the American woman is today the best dressed woman in the world. We no longer have to go to Paris, Berlin or



BERNARD'S LATEST TROTTEUR SUIT FOR THE BEACH

CLIP AND STORE GOOD THINGS

Scrapbooks well made will prove handy

READ with the scissors close at hand. Many are the subjects treated in the household and daily papers, and much information and help are to be gained from them, says an exchange. It may be only a stain on some article of clothing that we wish to remove at once. The need may be great or small, but we know that somewhere we have read something that was just what we want, but what or where we cannot tell. Had we saved that article and known just where we had placed it, it would have proven a help.

I have been saving cooking recipes from two or three papers, selecting only those which I think shall be likely to use, knowing the tastes of my family and have found some which I have used many times. Securing an old agricultur-

ural report, which has good covers, I cut out about three quarters of the pages so that when the recipes are all pasted in the book will shut together properly.

I have also made a careful collection of household hints, helps for many things that come up in the life of a housekeeper, selecting only those which appeal to me as likely to be of use, as I do not wish to fill my book with anything but that which will really be a help to me. These I intend to put in the back of the book and there I shall have in one volume both recipes and valuable aids in my everyday work.

One often sees articles describing little entertainments for church socials, and as one is liable to be called upon to help provide such an entertainment, it is well to have on hand a good supply of hints from which to draw.

SHOPPING ALONE

Tan colored leathers are the correct thing for street wear.

Coat and dress sleeves are frequently finished with a frill.

The simple one piece morning frock of linen is more charming than ever.

For evening wear, satin slippers matching the color of the gown are worn.

Picot edged taffeta ribbons have returned to favor along with the panniers.

Ribbon velvets in all colors are a marked feature of the summer costume.

The pink and lavender combination is one of the color notes of the season—Atlanta Constitution.

Being a commuter, I economize by shopping alone, says a Harpers Bazaar contributor. I save time because I do not have to wait for a companion's purchases. I save money because another may influence me against my better judgment. Alluring but often doubtful bargains appeal to me less when not with another. Also I cheerfully partake of a light lunch rather than the heavy meal.

For Men, Women and Children—\$1
Box of 4 Pairs Guaranteed 4 Months

You'll Quit Darning If You Insist Upon—

Buster "DARNLESS" Guaranteed Hosiery

Hosiery that once tried, you'll buy again—for the whole family. Smooth, sheer, silk lisse—durably reinforced by 2-, 3- and 4-ply tough linen thread at heel, top, knee, sole and toe; each part woven into the thin, gauzy, lisse body. The only *55¢ silk hosiery guaranteed* has successfully withstood the hardest wear for years—will far outlive its guarantee for you. It's making costs 25% more than any other 25¢ guaranteed hosiery. Ask your dealer or order a box from us, remitting \$1. Give size, style and color.

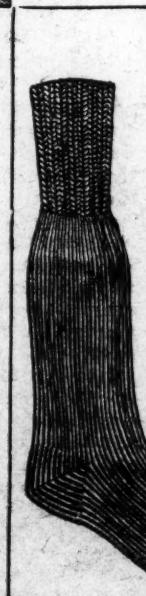
For Men, Women and Children—\$1
Box of 4 Pairs Guaranteed 4 Months

BUSTER BROWN'S NEW BOOK FREE

Thirty-six pages illustrated in colors, picturing and describing Buster's escapades—amusing and interesting—appreciated by children. Send 4 cents to cover mailing.

BUSTER BROWN'S HOSEYERY MILL

338 Sherman Ave., Chattanooga, Tenn.



BEAUTY ENTERS A BACK YARD

Vegetables given a place along with flowers



Pretty view presented at rear of house in Illinois town where once was a rubbish heap

WITH the above picture, a reader of the Monitor sends a note in which she says: "I enclose a photograph of our back yard in Newton, Ills., taken in the summer of 1911, showing also kitchen windows and screened porch. It illustrates how beauty can be brought where once was a rubbish heap. All passers-by enjoy this yard and work in the house is done with more pleasure with surroundings like this. The high cost of living is lessened by having a vegetable garden in connection with the flowers."

TOWELING WAIST

A unique shirtwaist is fashioned of Turkish toweling, much heavier than ratine, says the New York Times. It is made in sailor style, with the collar, pocket and cuffs of pink linen; the sleeves are short and rather full; the whole waist has a heavy, uncomfortable effect, and a fairly large price is charged for it; this fact, added to its appearance, may keep it from being popular.

TO RENEW VELVET

Velvet can be made to look like new by this process, says Harper's Bazar. Let the fire in the cookstove get very low, take a large cloth, wring it out of cold water and spread over top of stove, then spread the velvet out upon this, brushing it very briskly with a whisk-broom. The steam and brushing cause the nap to rise and the velvet looks as fresh when brought from the shop.

HOWARD



NOTE THE
DIFFERENCE
BETWEEN THE

Howard
AND THE
"Oil Goods"

No Duster Ever Made Like
the HOWARD

Standard Size, 25 Cents

None That Retain Their Properties After
Being Sterilized with Hot Water and Soap

No Other Manufacturer Has or Can Use Our Process

The "HOWARD" Is the Standard
IN 3600 BEST STORES

600 Institutions, Public Buildings, Colleges and School Boards. It is the Original, the Government Standard and the Standard of the World. A FEW PLACES WHERE THE "HOWARD" IS USED:

United States Government:

U. S. WHITE HOUSE WASHINGTON, D. C.
U. S. TREASURY DEPARTMENT WASHINGTON, D. C.
U. S. DEPARTMENT OF INTERIOR WASHINGTON, D. C.
U. S. WAR DEPARTMENT WASHINGTON, D. C.
U. S. DEPARTMENT PUBLIC PRINTER WASHINGTON, D. C.
U. S. DEPARTMENT AGRICULTURE WASHINGTON, D. C.
U. S. NAVY DEPARTMENT WASHINGTON, D. C.
U. S. SURGEON-GENERAL DEPT. WASHINGTON, D. C.
U. S. BUREAU SUPPLIES AND ACCTS. WASHINGTON, D. C.
U. S. SMITHSONIAN INSTITUTE WASHINGTON, D. C.
U. S. MILITARY ACADEMY WEST POINT, N. Y.
U. S. NAVY YARD NEW YORK, N. Y.
U. S. RECRUITING STATION MEADVILLE, PA.
U. S. BUREAU OF EDUCATION WASHINGTON, D. C.
U. S. QUARTERMASTER'S DEPARTMENT WEST POINT, N. Y.
U. S. FORTY-SEVEN POSTOFFICE BUILDINGS IN ALL PARTS
OF U. S.
MASONIC TEMPLE WASHINGTON, D. C.
AGRICULTURAL COLLEGE OF UTAH LOGAN, UTAH
ALFRED UNIVERSITY ALFRED, N. Y.
THE ART INSTITUTE OF CHICAGO CHICAGO, ILL.
BOSTON UNIVERSITY BOSTON, MASS.
BRADFORD DURFEE TEXTILE SCHOOL FALL RIVER, MASS.
BROOKLYN INST. OF ARTS AND SCIENCES, BROOKLYN, N. Y.
BROWN UNIVERSITY PROVIDENCE, R. I.
DARTMOUTH COLLEGE HANOVER, N. H.
DRAKE UNIVERSITY DES MOINES, IA.
UNIVERSITY OF CHICAGO CHICAGO, ILL.
HARVARD UNIVERSITY BOSTON, MASS.
HARVARD DENTAL SCHOOL BOSTON, MASS.
HARVARD COLLEGE LIBRARY BOSTON, MASS.
MASS. INSTITUTE OF TECHNOLOGY BOSTON, MASS.
NEW YORK PUBLIC LIBRARY (all branches) NEW YORK, N. Y.
SMITH COLLEGE NORTHAMPTON, MASS.
PENN. STATE COLLEGE STATE COLLEGE, PENN.
SIMMONS COLLEGE BOSTON, MASS.
STATE BOARD OF HEALTH JACKSON, MISS.
STATE BOARD OF HEALTH NASHVILLE, TENN.
TUFTS COLLEGE MEDICAL SCHOOL BOSTON, MASS.

ALSO

227 SCHOOL BOARDS THROUGHOUT THE U. S.
16 Y. M. C. A. BUILDINGS THROUGHOUT THE U. S.
46 NATIONAL BANK & TRUST CO. BUILDINGS.

Beware of imitations. See that you get the "HOWARD," with
Red Diamond.

Ten different styles, including Dust Mop.
Send for Dust Book and Small Sample (Free).

HOWARD DUSTLESS DUSTER CO.

BOSTON, MASS., U. S. A.

NEW YORK SAN FRANCISCO

CHICAGO

HOWARD



RAILROAD AND FARM EFFICIENCY

Being Part of an Address Delivered Recently at Wahpeton, N. D., by Howard Elliott, President of the Northern Pacific Railway

Mr. Elliott believes that farmers have an opportunity in this industrial era to profit by becoming more efficient, and he points out in the following excerpt from a speech some parts of the railroad business code which might be copied to advantage.

FARMING was the first occupation of man after he gave up getting his living by hunting and fishing and from roots and wild fruits, and transportation began to develop in simple form as soon as the farmer had to make an exchange of commodities. Farming and railroading are the two most important forms of business in the United States. They are more important than all other business in values represented, in the volume of their transactions and in their relation to the welfare of the country.

The welfare of the whole country depends so much upon good work by the farmer and the railroad man, that each owes a duty to himself and to the country to do the best possible with the conditions surrounding him. The very independence of the farmer's life, the yields granted by nature from almost virgin soil, and the increase in value of farm lands have all tended to relieve the farmer from the great economic pressure that has forced the railroad and the manufacturer to adopt the most advanced methods to increase output and reduce cost.

But now the situation in this country is such as to force the farmer to take notice of changing conditions and improve his methods. The country is realizing the necessity of this and men in other occupations—banks, railroads, manufacturers—are all giving time, thought and money to help improve the conditions of life on the farm and the production of the farm. The agricultural department of the United States has published a report giving in great detail the work done by the railroads for the improvement of agriculture and the report mentions 30 different kinds of activity by the railroads in the efforts to cooperate in this important work. Educational trains, seed trains, demonstration farms, furnishing information through lectures and printed matter, are among the most important kinds of work done.

In the Northwest the railroads are



HOWARD ELLIOTT

joining hands with the farmer to bring about increased yields, to learn what will produce the best profits on varying soils and in different localities and to aid the farming communities to gain the latest and best knowledge connected with agriculture. This cooperation between farmers and the railroad men and the better understanding by each of the business of the other is not only mutually helpful, but valuable as well from the dollars and cents standpoint.

As land values and wages increase and conditions surrounding the farmer change he must improve his efficiency. There is always a chance to improve and the railroads are striving hard to do so all the time. There is not also a very considerable chance for the farmer to become more efficient?

The railroad manager buys with exceptional caution, causing his purchases to be tested for quality and having them closely inspected before he pays for them. Some farmers are learning to do the same and save money, but many plant untested seed, buy the cheap rather than the productive dairy cow, and still cling

to methods which must ultimately give way to a modern and efficient business system.

Julius Kruttschnitt, vice-president of the Southern Pacific railroad, in a most careful paper on the efficiency of railroads, shows that in the 15 years from 1894 to 1909, inclusive, the saving to the people of the United States in transportation charges, due to reductions in rates made possible by greater efficiency, amounted to \$7,144,343,000 or a little over \$1,300,000 per day for the entire period.

There are more than 1,000,000 investors directly interested in railroads, and more than 1,500,000 railroad employees in the United States. These 2,500,000 people represent at least 10,000,000 of our population who are dependent upon the reasonable prosperity of the railroads for their daily bread and butter. They are keenly alive to having the country show a steady growth and in doing their share in providing railroads big enough and efficient enough to transport the commerce of the country.

The farmer has a very direct interest in seeing that the railroads are treated fairly, just as the railroads have a vital interest in seeing that the farmer is treated fairly, that his prospects and that he is given every aid toward constant better success in his chosen business.

The railroad, in spite of many difficult conditions and opposition from many quarters, has succeeded in reducing rates and at the same time has increased efficiency to such an extent that Interstate Commerce Commissioner Lane in speaking about the international railway congress at Berne, Switzerland, in 1910, where he represented the United States, is quoted as saying:

"The conference established beyond question, I think, the supremacy of the American railroad from the standpoint of efficiency. Our railroading system is without parallel in the world, because we are living as a nation and in Europe they live as communities. That accounts in part for the wonderful efficiency of the American railroad."

What the American railroad man has done in the face of many obstacles can surely be done by the American farmer. With the same courage, determination and patience he can increase the output of the American farm, if he applies himself to the problem and uses the same care and study that has increased so marvelously the efficiency of the American railroad.

The conference established beyond question, I think, the supremacy of the American railroad from the standpoint of efficiency. Our railroading system is without parallel in the world, because we are living as a nation and in Europe they live as communities. That accounts in part for the wonderful efficiency of the American railroad."

The stylists are divided into several schools, the best known of which is that of St. Andrews. "Style" is synonymous with "swing" where golf is concerned, and the St. Andrews scholars are noted for their full, round swing. How it was acquired is impossible to say, but I am positive that this swing is often found wanting on inland courses, where a more perpendicular swing is necessary in order to raise the ball. On a seaside course, where, as we say, the ball "sits up," the full, round swing easily gets the ball up and away. There does not seem to be any fixed style where English clubs are concerned; and the style of

saw a really good player—and by good I mean plus—who did not possess a good style. A good mode of developing his ideas has brought his handicap to what it is. It is also equally certain that no indifferent player ever possessed a good style, for, until he acquires one, or refines that which he has, he will still continue to be a poor player. I am not going to describe what, in my opinion, is a good style. We can recognize it when we see it. Anyone who has seen Harry Vardon playing is at once struck by his swing, which, I think, is the poetry of motion; impossible to teach, or to copy.

The stylists are divided into several schools, the best known of which is that of St. Andrews. "Style" is synonymous with "swing" where golf is concerned, and the St. Andrews scholars are noted for their full, round swing. How it was acquired is impossible to say, but I am positive that this swing is often found wanting on inland courses, where a more perpendicular swing is necessary in order to raise the ball. On a seaside course, where, as we say, the ball "sits up," the full, round swing easily gets the ball up and away. There does not seem to be any fixed style where English clubs are concerned; and the style of

ADVANTAGES A SUBURBANITE IS SUPPOSED TO POSSESS

By JOHN HUNTER SEDGWICK
WHY should one live neither in the city nor the country? This question to the careless reader may seem a little obscure, but as a matter of fact it is a subtle way of asking why should one live in the suburbs. We have not as yet referred it to the suburbs that form a not inconsiderable part of our many readers, but we have no doubt that not a few of them would give what they thought were perfectly good reasons for their living in the suburbs. It is hard to define what is a suburb, although the dictionaries seem to have no difficulty in doing so. Yet the reader knows quite well that distance lends enchantment to the view in more than one way. When a man lives five miles out of a city, is he a suburbanite or a countryman, or does he not become the latter until he goes 20 miles out of the city? Suppose he does live in a place 15 or 20 miles from one's place of business is often overlooked. Men do not take into account the freedom from all late editions and the absence of special delivery letters. One must have some rest, some respite from business and hurry and at 20 miles distance from town it is a great comfort to think that a letter must take 24 hours to reach its destination. You write your letter and you post it and then you walk in town to see it arrive, whereas you could have none of these pleasures in town, where a constant stream of meretricious postmen distract one's meditations. Twenty miles from town one appreciates comforts more than one does in town. It means something to live in a place where the supply of peppermint lozenges can be exhausted. Absent, they rise in appreciation, they justify their flavor and cast the waft of memory. In the city, what is a peppermint lozenge? There are undoubted millions, stacks on stacks in neat rouleaux the way they do up 5-cent pieces at banks; they can never become scarce and precious, they can never be really sought after, they are too many and too common. They may, to be sure, possess a certain coarse commercial value, but they can never become choice as Hellebore or Lard to get as real Staffordshire.

The only way to earn the respect of a brakeman is to live out of town; you can never lead the same hardy, adventurous life that he does, but he learns to recognize you and to admit that you too are interested in time tables; after a while he may teach you to swing off the car the way that he does, although you will never do it as well. But if you live in town, how are you going to be come acquainted with brakemen? This may be the reason why one lives neither in the city nor the country, but there are many other branches of the discussion that the reader can take up on his own account.

local professional is often copied—or an attempt has been made to do so—by beginners. Another style that is most pronounced is that of the cricket-golfer. He usually stands behind his ball, with his hands well forward, and drives with a three-quarter swing. That cricket is no detriment to golf is proved by the fact that some of our best amateurs are good cricketers—notably Ernest Smith and, to mention one whose cricket has delighted thousands, the Hon. F. S. Jackson. These players can hold their own with the majority of golfers. Their eye has no doubt assisted them to a great extent, but they prove that the cricketer need never despair of being a good golfer.

We often see a player whose style excites feelings of envy within us, but it is no good trying to copy him—that is if you have been playing for any length of time—for your own method of swinging a club during the first few months of your novitiate sticks to you for the remainder of your golfing career. You may get rid of some of the worst features in it, but the manner in which you address the ball and begin to swing the club is ever with you. Many persons will be found who doubt this and the plus man of today would be very indignant if he was told that his present style was his original one, though greatly refined. If you take 100 players, you will find that no two swing alike; every one has some characteristic. They may not know it, but the professional of any club could identify any of his players a quarter of a mile away by simply watching them swing. Put your professional to the test and prove the truth of my contention. One player crouches, another stands very erect; another has a peculiar follow-through or a trick of taking up his stance with his feet wide apart. However small these characteristics may be, they are quite sufficient to identify any one. As you recognize an acquaintance in the distance by his walk, so can a golfer recognize a player by his style. There is another species of style to be seen on any golf course, whether old-established or modern. There is no name by which I can describe it, but when seen in use one feels inclined to murmur, "O spare that tree." This swing is difficult to describe, for it is decidedly unorthodox.

The culprit, as he addresses his ball, grips his club tenaciously. A giant task evidently confronts him. He is going to hit this ball at least 300 yards; and he puts his whole soul into the stroke. His swing resembles nothing of a graceful nature; and the result of his labor leaves him guessing as to the cause of his ball going 30 yards or so, closely followed by a divot that returns to earth with a dull thud. He is no doubt perfectly aware of the golden rule, "Don't press," but how many of us take heed of this—the most vital of all principles connected with golf? The novice feels that a desperate situation requires a desperate remedy; though he is somewhat at a loss to explain the reason why a person of small physique oft drives a very long ball. The skill of timing a swing is beyond his ken—for a while; and he continues to slog his way around, until sheer fatigue robs him of his superfluous energy, when, to his astonishment, his game improves. So much for the "tree-feller." Another type is to be found in the person whose swing has a "kink" in it. I do not think this type is common, but we meet it occasionally; and as the player leaves the tee those who watch him depart wonder how on earth he managed to hit the ball at all. The person brings his club back to his shoulder quite correctly, but then it seems as if it had passed beyond his control; for the head of the club begins to describe weird motions in the air.

The correct swing should be in two motions—"up," then "down"; and any deviation from what should be a circle or part of a circle, is invariably attended with unfortunate results. I am not sure if addressing the ball can be brought under the heading of style, but it is certainly a prelude. A well-known Yorkshire golfer usually "threatens" his ball about eight times. I once remarked to his daughter that he had seen him do this 13 times. "That's nothing," she replied; "his record is 23." It seems to me that a player who is constantly threatening his ball must be revolving in his mind all the possibilities attending a missed stroke; the bunkers that he knows are to the right or left; and his thoughts must run thus: "Don't believe I can carry that bunker—hope I don't slice or pull—or top—I believe the caddie has made the tee too high—I know—I shall miss it—the ball looks cracked—I feel myself slipping," etc.

I do not advise players to go off in what is described as half-cock; but I do propose that they make up their minds quickly. Again, ye who dwell in think how annoying it is to those behind.

Golf Stockings
HEWINS & HOLLIS
4 Hamilton Place

RATIONAL GOLF

By STEVEN ARMSTRONG

Some people go so far as to say that the humorous side of golf has been exhausted long ago. Possibly they do not have an opportunity of reading Harry Fuld's contributions to Golfing, in which he gives such sound thought under the guise of a frivolous mood. In discussing on "Style" he tells us that there are various definitions of the word. For the purpose of style, as applied to golf, the following is applicable—"Char-

acteristic or peculiar mode of developing an idea or accomplishing a result." I do not think there is any doubt that the word "peculiar" applies to the style of many golfers. The jesuitical heresy that "the end justifies the means" will no doubt be the excuse if their styles were criticised; and at first sight this appears to be sound logic—in fact, difficult to refute. However, there is not the slightest doubt that no person ever

They are cut, stitched, washed, bleached, shrunk and hand-ironed in the great, clean, daylight establishment of the Yorke Shirt Co., at Glens Falls, N. Y. The big stitching room (of which our artist gives a glimpse) is highly important feature of the great factory.

For years YORKE SHIRTS have been sold in the biggest and best stores all over the United States and Canada—but in many instances under names specified by those establishments. Now, however, YORKE SHIRTS are to bear YORKE LABELS—are to be accessible to YOU, at all times, as YORKE SHIRTS. They are

Made in every style. Made in every size. Made in every sleeve length. Made in exclusive designs. Made with buttons that stay on. Made to fit and to satisfy.

\$1.50 to \$8.50

YORKE SHIRTS are guaranteed absolutely unfading and in every other particular. MONEY BACK, OR A NEW SHIRT. (This applies to any defect in material, color, green, lavender or tan—as well as the staple blacks and blues.)

If your shirts fade, don't blame your laundry—blame your shirt-maker.

The Yorke Shirt

Shop

1272 Broadway

Between 32d and 33d Sts.
If your dealer cannot supply you, write to us.

Factories: Glens Falls, N. Y.
Wholesale Salesrooms: 29 Union Square

A corner in our stitching room

SUMMER WEDDING APPAREL

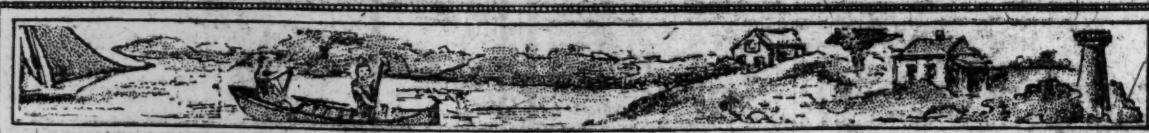
Correct attire for Groom and attendants. Morning Frock Coats and Double Breasted Frock Coats and Waistcoats with Striped Worsted Trousers. Evening Dress Suits and complete outfits for Groom and Ushers for Day or Evening Weddings.

All Accessories of Dress:
Gloves, Neckwear, Shirts,
Jewelry, Etc.

Macular Parker
Company
400 Washington Street

Do You Need a Confidential Sec- retary or Export Representative?

A gentleman of highest responsibility, culture, refinement and world-wide travel, especially qualified to develop an export trade for a progressive manufacturing concern wishing to extend their business. He is a man of the world, in the best charge of a gentleman's son or family contemplating a trip around the world. Strictly high-grade credentials. Address P. O. Box



SOME NEW TOURS FOR TOURISTS

J. E. Dalrymple, Vice-President and Traffic Head of Grand Trunk System, Tells Monitor Readers of Scenic Regions to Be Opened

Mr. Dalrymple, as vice-president of a new transcontinental railway which is developing resort territory and which is also erecting a chain of hotels, is especially qualified to write on the plans of this new route through scenic Canada.

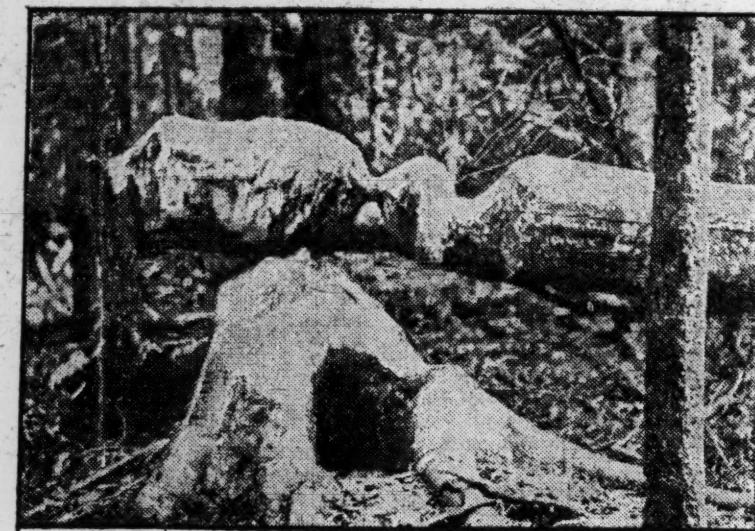
R. KIPLING, at the close of a busy day in a Canadian city, said to a friend who was helping to entertain him and who happened to be a railway man: "The best of it is that Winnipeg has given us a new day. The trails that reach around the earth are old and worn. We know each stump and stone and every stopping place. But Winnipeg is new—absolutely new."

The completion of the Grand Trunk Pacific will give the tourist not only a new day but a new trip over a new trail. The scenes along this new route will be new, the stopping places new, the cars that carry you through the wooded wilds of Ontario, across one thousand miles of wheat fields through another thousand miles of western wonderland will be new.

It has been the business of the Grand Trunk railway system for many years to find out, develop and open to the tourist from time to time new pleasure resorts. Through the efforts of the Grand Trunk, more than all other agencies, the Highlands of Ontario, Muskoka and the lake of Bays were made known to those who seek happiness in the native forests. The lake lands of northern Ontario, Temagami and the waving wilderness that reaches from Georgian bay to Hudson bay have, within the past decade, become known, and have attracted hundreds of thousands of lovers of outdoors. With the completion of the Grand Trunk Pacific there will be open to the traveler and the tourist a new country, grander and greater than has yet been made accessible upon the American continent.

From Edmonton west to Prince Rupert the new line will travel through a land of great lakes, majestic mountains, deep canyons and mighty rivers. For the last 200 miles the line will lie along the shore of the Skeena river, flanked by a wall of whitecapped mountains. Prince Rupert, the Pacific terminal, is to be a city made to order, actually mapped and figured out before a single lot was sold. Here is one of the finest natural harbors on the coast, if not in the world.

Because Canada is comparatively new, because it is so big and the distances so great, the management has decided to build a chain of splendid hotels which will constitute the new stopping places between the Atlantic and the Pacific ocean, along the shortest route around the world. The first of these to be finished and opened to the public is the Chateau Laurier at Ottawa, which will be ready in June, 1912. All of the hotels are to be of the chateau style of architecture. The second hotel will be at Winnipeg, which is the halfway house between Halifax and Prince Rupert, just as Montreal is half way from Halifax to Chicago and Prince Rupert half way from Halifax to Yokohama, Régina, the provincial capital of Saskatchewan, is also to have a hotel. The next stopping place one sleep west from Winnipeg—will be Edmonton, capital of Alberta—the back door of the wheat field, the gateway to the wild. Here arrangements are already completed for another stop. Some 300 miles west of Edmonton, at the Miette hot springs on the Athabasca there will be another hotel happily situated. Far-



Work of the industrious beaver is seen in the Algonquin National park, Ontario



CANADIAN ROCKY MOUNTAINS IN GRAND FORKS VALLEY, B. C.

ther on one of the most interesting places along the line will be Mount Robson. Golf, canoeing and trail-tramping will be among the amusements to be had here. At the foot of this king of the Rockies there will be a splendid hotel from which trails will reach well up the slope where a camp or chalet will be located.

As the train travels westward the experienced traveler will wait in vain for the hill, for this new, short trail around the world has no hill grade. The iron horse will wind its way among the Rockies on almost a level line; the mount per mile here in the hills being precisely the same as the ruling grade across the prairie—four tenths of 1 per cent—26 feet to the mile. Long before we reach the crest of the continent we skirt, cross and pass the beautiful Athabasca, hurrying north to eddy a space in Athabasca lake. Beyond this lake these waters join the mighty Mackenzie

river and flow to the Arctic ocean. And through such scenes, mid hoary hills, and sunny vales, hard by the side of singing streams, this new scenic railway route of the world will lie. And when you have crossed the Yellowhead, followed the Fraser, the Bulkley and the Skeena to the sea, you will find waiting for you the Prince Rupert or the Prince George, twin-screw steamers, to carry you down to Vancouver, Victoria, or to Seattle. Also, it will be possible to return east from Vancouver by another new route, through the new garden of Canada, the future fruit valleys of central British Columbia, via Port George.

By the time the Grand Trunk Pacific is finished, the Grand Trunk's New England system will have been completed to Providence, R. I. The building of this extension will introduce still another route for tourists. From Chicago and the southwest tourists will enter Canada via Sarnia or Detroit, from New York, Philadelphia and the south by way of Niagara Falls, leave the railway at Kingston, Ontario, shoot the famous Lachine rapids and rest a day at Montreal. From the Canadian metropolis a delightful side trip is to Ottawa, three hours by the Grand Trunk. A night boat will also take the traveler to Old Quebec, where an enjoyable day can be spent, returning by the Grand Trunk to Montreal. Leaving Montreal the route runs through the Green mountains of Vermont, and over the new road to Providence. From Providence you will take a modern twin-screw steamer for a night sail to New York. Unquestionably this will form one of the most interesting and attractive short tours on the American continent.

In the heart of the highlands of Ontario, only a few hours ride from the capital of Canada, lies Algonquin National park—2000 square miles of rivers, lakes and hills. Here in the native forests, guarded by forest rangers, all things are allowed to live their own free lives in their own way. Along the portage road fat porcupine wabble, black bear, their muzzles wet with berry juice, back from the trail, while beside a crystal clear lake a mother deer fondles her fawn. Along the little rivers that link the lakes, one to another, the beavers, in the sunny summer, build their winter homes. Here, in this national park, the Grand Trunk is building a chain of comfortable camps, really hotels, with cabins for cottagers. These camps will be connected by canoe routes and clean wide trails.

ATLANTIC COAST STEAMSHIP LINES

Calvin Austin, President of the Eastern Steamship Corporation, Writes of Facilities for Travel by Water Between Eastern American Ports

Careful attention is paid to the present steamship accommodations along the Atlantic coast in the following review of conditions by Mr. Austin, who also mentions the many notable vacation spots reached by the coastwise lines.

TRAVEL by water is now considered one of the most ideal means of modern transportation. When one approaches the wharves of any harbor on our long coast line, he cannot but admire the large and commodious steamships, which ply between the ports of the Atlantic seaboard from Key West to the provinces and marvel at the changes which have taken place, even during the space of our generation. From the days of the pioneer in steamboat navigation, the Clermont of Robert Fulton, to the turbine driven steamships of today, there has been wonderful progression in the art of shipbuilding.

Keeping pace with the onward rush of transportation development on land, the railway trains, electrically propelled and lighted, carrying parlor, sleeping and dining cars, we find our steamships with the same electrical equipment, combined with most commodious

saloons, staterooms with large comfort berths or beds, and bath rooms and dining rooms where the cuisine is unexcelled.

At the present time this corporation is arranging to equip its steamships with sufficient lifeboats to accommodate passengers and crew.

We are not speaking of the mammoth ocean liners with all the luxuries of modern life, but of the various steamships which ply between ports on the coast, the longest trip taking not more than 70 hours. Any one who enjoys the pleasure of a short trip on the water, to whom the tang of the sea breeze is delightful, may combine that pleasure with the least expenditure of time and money. On many of the shorter trips one may leave business cares at the close of a busy day and find himself at an early morning hour at his destination having enjoyed a comfortable night's rest in his chosen room. If one finds it necessary to keep in touch with the business world the wonderful wireless telegraphy is ever ready to lend assistance.

Along the coast each year sees additions to the many signals which keep the captains, mates and pilots posted as to their whereabouts. The gas buoys which throw their bright light through the inky darkness for six months at a time without the aid of human hands; the whistling buoys whose monotonous

tones in a majority of cases can be heard above the roar of the storm; the light ships with their sturdy crews anchored near the dangerous rocks or shoals and the beacon lights on shore, all lend valuable assistance in making a safe voyage. In addition powerful searchlights are installed on every ship which throw their brilliant beams hither and yon over the waters to find, perchance, an obstacle in the path.

Not to be forgotten as one of the newer helps to safety is the system of government signals, which send out warnings of coming storms, their direction, violence and probable duration, and which are valuable in advising captains that sometimes "Discretion is the better part of valor" and safety lies in holding fast to the wharf. The captains also find the wireless an invaluable aid in studying weather conditions.

As far as human ingenuity can plan for safety and comfort on shipboard, so far our shipbuilders have progressed, and each succeeding year finds them ever alert and ready to make use of any new device possessing merit which will add to the safety, pleasure, comfort or convenience of steamship transportation.

Boston is most ideally equipped of all Atlantic ports for the pleasure of those seeking short sea trips. This is the starting point from which the traveler leaves for the "Vacation Land of America." Whether one seeks the pleasure of

Special Offer to Monitor Readers

The standard in the magazine field for clean journalism and clean advertising

Everybody's Magazine

The Delineator

Everybody's is a strong, vital, fearless, broadminded and independent publication. Tries to construct, help and improve conditions. Contains the best fiction available. And timely articles on live topics.

The publishers will not accept "any advertising that they suspect might do harm to the readers of the magazine in morals, health or pocketbook."

Universally recognized as The Fashion Authority of the World. Illustrates and describes the season's styles in advance. A splendid publication devoted to progressive women's interests. Now publishing William Hard's stirring series on the legal status of women in our different states. Read these articles and blush at our apathy.

The Delineator also gives authoritative information on all household and domestic matters. Home decorations, Kitchen helps, etc. Prints the best of stories and pictures. A really splendid woman's magazine.

Everybody's Magazine, regular subscription.....\$1.50 per year
The Delineator, regular subscription.....\$1.50 per year
\$3.00

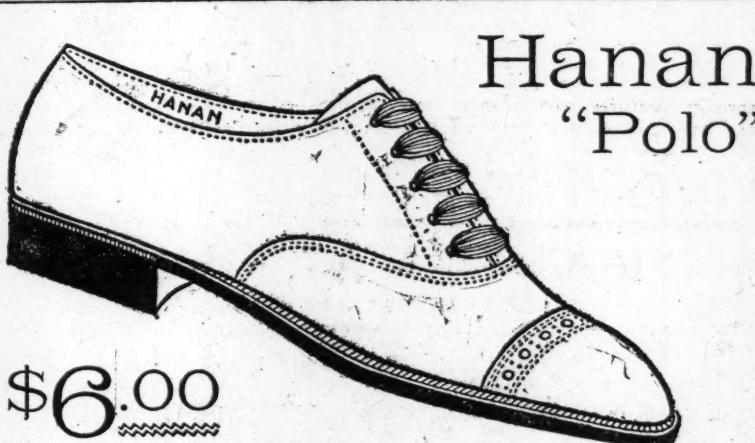
OUR SPECIAL CLUB OFFER

Everybody's and The Delineator, by mail postpaid for one year, \$2.20

The Butterick Publishing Company

Butterick Building
New York City

FILL OUT COUPON AND MAIL TODAY, OR WRITE
for Special Monitor
offer.
Name
Address
Date



\$6.00

A style favored among club men for its clean cut, dressy appearance. It is the embodiment of correct form.

The non slip heel—a feature of all Hanan shoes—is produced in the modelling.

Hanan & Son

381 Washington St.

New York Boston Paris

inland lake or mountain side, the rugged beauty of seagirt isle or wooded shore, the quiet waters and pleasant haunts on the river side, he may find them all in a few hours' sail.

Or, perchance, he prefers the turmoil of the city's streets, he can sail along the waters of the harbor and following the shores of quaint Cape Cod, and the peaceful waters of Long Island sound, find himself in the bustle and strife of "America's metropolis." Or when winter approaches, one may lie himself away to enjoy the breezes of the sunny South where citizens in turn travel in the glorious summer time northward to enjoy the balmy air of our far-famed summer resorts.

New England is, indeed, the greatest summer resort country in the world. Within a few hours' trip by boat one will find the most fascinating seashore scenery. The coast of Maine is now known throughout the civilized world as one of the most beautiful spots imaginable. Thousands of tourists are every year seeking for their recreation this veritable paradise for the lover of good, wholesome outdoor life. The beauty of it all is that the vacation cruise or summer sojourn in this ideal country may be made at a surprisingly small expense.

For many years Europe has been the mecca for tourists. The tide, however, has turned, and each year witnesses a greater flow of travel to the inland lakes and mountains and countless seaboard resorts along the coast of Maine. The exceptional range and variety of the opportunities thus afforded for choosing a summer halting place set this land apart

SPECIAL EXCURSION FARES

TO

CALIFORNIA

\$95⁴⁰ TO \$123⁰⁵

NEW YORK TO PACIFIC COAST
AND RETURN

SOUTHERN PACIFIC

OFFERS YOU A MOST ATTRACTIVE
COMBINATION OF WATER AND RAIL
ROUTES VIA NEW ORLEANS.
RATES INCLUDE BERTH AND MEALS
ON SHIP.

For Descriptive Literature and Further Information Address

J. H. GLYNN, N. E. A.,
12 Milk St., Old South Building
BOSTON

streams, while others have sought the seashore.

In the boys' camps many outdoor sports are taught—swimming, boating and fishing. The boys wear common sense "roughing-it" clothes, and at the end of the summer look like a pack of brown Indians, so tanned are they from living in the woods and in the water. Early hours are kept.

The girls' camps are conducted on a good deal the same plan as the boys', except that the life is not as strenuous. "Eastward Ho!" is turning the tide of vacationists away from distant lands. It is turning the tide toward Maine and its thousand charms. For there are found summer pleasures of every kind, fitted to every taste and desire. "Eastward Ho!" is the call of Maine, the Maine coast and the lake country, and the call of the rugged maritime provinces of New Brunswick, Nova Scotia, Prince Edward Island, Newfoundland.

GAIN IN NEW BUILDING
SAN DIEGO, Cal.—By the issuing of a permit recently for the group of polytechnic high school buildings, the value of building permits since the first of the year was set above the \$3,000,000 mark by a margin of nearly \$200,000. The school permit calls for an expenditure of \$215,000, making the exact building total \$3,165,210.

here for criminal libel in circulating defamatory literature against Henry D. Clayton of the House judiciary committee and other members of Congress, was found guilty by a jury on Tuesday.

ADVERTISING MEN START HOME
DALLAS, Tex.—Returning here from their 1000-mile swing through the center of Texas, the Associated Advertising Clubs of America wound up their annual convention on Tuesday, and departed for their homes in the United States and Canada.

W. A. PAGE FOUND GUILTY
WASHINGTON—Henry W. A. Page, the New York linen merchant on trial

The Humphrey Company

Originators of the Famous Humphrey Pop Corn and Pure Cream Candy. Also Owners and Operators of Euclid Beach Park and The Elysium, Artificial Ice Skating Rink

EUCLID BEACH, on the shore of Lake Erie, stands alone among the summer resorts of the world in achievement of high ideals. It has been the constant aim of the management to keep out and do away with any and every element that tends to intemperance or that can possibly demoralize, depress or harm. Here the tenderest child or most sensitive and refined woman can enjoy an outing without the slightest chance of annoyance or fear of trouble. No intoxicants, chance games, shows of questionable or suggestive character, or freaks, fakes or fortune telling can be found here, and perfect order is the rule. The amusement devices are far better made, safer and kept in better repair than anywhere else in the world. That the people appreciate this work is attested by the Park's unprecedented success.

We discovered that in order to have good ice at all times there must be a harmonious relation between the air above the ice and the brine which freezes the ice, and we have invented a system which brings this about, maintaining a perfect ice surface at all times

The Humphrey Company

Cleveland, Ohio

The Camping Grounds are perhaps the most complete and well-appointed in the entire country. Splendid house tents with floors, screen doors and windows are installed, with a complete water and gas system in each tent. The camper has therefore the advantages of city life without suffering any of its disadvantages during the heated term. Tents may be rented either furnished or unfurnished.

Euclid Beach is known far and wide and is attracting the attention of resort people everywhere, and many are in some measure adopting its ideas. This work is only begun; plans that contemplate the future are maturing and Euclid Beach will always be leading for rightness.

The Elysium is open from November to April, and is run on the same clean, uplifting lines.



IN GREAT LAKES REGION

Islands and Coast of "North Country" Admired by Increasing Number of Summer Visitors

By C. H. SMITH

PERHAPS no one line of travel has been more neglected by pleasure seekers in the past than the Great Lakes of the north, and yet the records show that over a million people made this trip, or part of it, in 1911. Leaving Buffalo one is greeted at intervals by views of our great inland cities and towns that are a marvel to those who have not had a peep at their beauty and grandeur, from the decks of the palatial steamships that ply these waters. From Lake Erie—through Detroit river—past beautiful Belle Isle—through Lakes St. Clair and Huron, touching at famous Mackinac, then, in the cool of the evening we reach Sault Ste. Marie (or as it is commonly called "The Soo") and after an hour we are "locked" through and we are greeted with the fresh, cool air of Superior, the greatest inland sea of the world, and we are on the last leg of our journey.

After a 400-mile sail along the south shore of this great sea, with points of interest numerous, we get our first view of Duluth, "the Zenith City of the unsalted seas." Inquiry as to why it was called the "Zenith City" is answered by reference back to the speech made in Congress in 1871 by Proctor Knott of Kentucky, whose pointed satire aimed at an imaginary city, created a laugh, heard from ocean to ocean. Later he found the "Zenith City" was a fact and not a chimera. Passing into Duluth-Superior harbor, under an aerial bridge which tow-

ers 185 feet above the lake level, you are greeted with a view of great docks and a long line of sky-scraping elevators holding millions of bushels of grain, only awaiting the call of the grain fleet, to be transported to the East. Four commodities—lumber, grain, iron ore and coal—constitute a tonnage heavier by far than any harbor in the world can boast in similar lines.

A few minutes ride and you are nicely located at your hostelry—there is no lack of capacious and well appointed ones—and you are ready to curl up in your bed and pull the blankets over you for "it's cool in Duluth." What seems like a short nap is rudely ended, for the sun shines in at your window and nature is awaiting your inspection. The view of the lake and harbor is well worth the journey, for out on the broad expanse of Lake Superior, and in the harbor, are to be seen parts of the greatest commercial fleet that has ever been assembled on inland waters. The Pittsburgh steamship fleet alone numbers 112 vessels, ranging in size from 450 to 650 feet in length.

A visit to the \$15,000,000 steel plant, now in process of construction, the great iron ore docks, the beautiful government station on the hill top, a drive out the lake shore to the pumping station, from which the pure water of Lake Superior is distributed to every home in Duluth; then the boulevard, conceded to be one of the finest of its kind in the world, and you are ready to embark for Isle Royale, which well may be called such, for it is a perfect gem of the sea. Fifty miles in length, covered with a heavy foliage and occupied at various points by summer resorts, its shores dotted with light houses, it presents a most inviting attraction to seekers of rest. Menagerie light is worthy of the artist's brush. Isak Walton would have found plenty to do with the rod and reel in this home of the speckled trout, had he known of its location.

Lake Superior's north shore from Duluth to Port Arthur and Ft. William, Ont., is a panoramic view never to be forgotten by the appreciative traveler. Never a boat sailed into a prettier harbor than Grand Marais. Here was originally an Indian trading station and a short distance down the shore stands "Chippewa City," where remnants of that noble tribe still reside. Northern Minnesota is a delight to hunters. Moose are plentiful and those armed with a camera will find plenty of opportunities to "shoot."

One can get a slight idea of the vastness and newness of this corner of the world by knowing that one lumber company alone has over a billion feet of standing pine that will require 20 years of constant cutting to prepare for the market. Millions upon millions of tons of iron ore have been removed, yet there are a billion more, already explored, ready to be taken out and another well defined range on which no estimate can be placed of its tonnage.

Preque Isle is a noted scenic attraction at Marquette, with its Pulpit rock and wide vision of inland sea, rocks and rugged pines. This is the great "copper country," and the traveler considers his itinerary incomplete without a trip to the mines. Houghton and Hancock are centers of the copper mining industry in the upper peninsula of Michigan. A trolley line carries the visitor from Houghton to Calumet where the famous Calumet & Hecla and other mines are to be seen. Cottages, camps, lodges and hotels dot the coast on either side of Marquette. There are excellent accommodations in and near Marquette for the vacationist.



JERSEY THRONED IN SUMMER

Mosquito Stories Fail to Keep Visitors Away from Numerous Shore and Inland Resorts



At Paterson, N. J., the postoffice building is of a type that is out of the ordinary

any one having the least knowledge of New Jersey that in this state beach and inland vacation cities are practically unlimited.

While the shore is predominant in New Jersey's summer activities, the vacationist who has tired of the sea and wishes inland scenery for a change finds in the wooded interior and the hill country of New Jersey a flavor that satisfies. Inferior hotels can be found to please the individual desires of the vacationist and New Jersey boarding houses, whether in the interior towns or on the coast, have an enviable reputation for hospitality.

Atlantic City has a permanent population in excess of 46,000, but its August population is estimated at not less than 300,000 daily. It is unlike any other resort city in America because of its all the year around patronage. Situated far enough south to make it pleasant at all seasons it is popular throughout the year, although the entertainment of guests naturally is at its height in summer when the seashore is always in demand. Atlantic City's hotels are spacious and cater to all classes of trade.

PORTLAND AND CASCO BAY

Rocky Coasts and Wooded Shores of Hundreds of Islands Charm the Traveler to Maine

WITHOUT doubt every one that has visited Portland, Me., and Casco Bay have delightful remembrances of this realm of beauty. A party of gentlemen at Venice, so it is related in Abbot's History of Maine, were comparing the relative attractiveness of places visited by them and one of them, who was not an American, affirmed that the finest prospects, he had ever enjoyed were at Portland and Casco bay. Latrobe, the English traveler, writes: "Imagine our surprise and delight when we found in unsung and neglected Portland scenery that for beauty, variety and extent far exceeds any views of the class in the states." The poet Longfellow, however, has not neglected his native city, for in his poem, "My Lost Youth," he writes of "the beautiful town that is seated by the sea." Portland has rightfully been called "the Forest City," and it lives up to this name today, as its streets are still lined with trees.

Portland has two promenades, one on the eastern end with a view of its harbor and surrounding islands, the other on the western end with an inland view stretching away to the White mountains in the distance. Numerous trolley lines radiate from Portland. One of these trips taking a little more than an hour is to Old Orchard beach, one of the finest sand beaches to be found in this country. "Cape Elizabeth" is also reached by trolley cars and here as well as at Old Orchard sea-bathing may be enjoyed and a view of the broad Atlantic obtained with the shipping that frequents this part of the coast. Another short trolley car trip which will give one a view of the suburbs of Portland is to Riverton park. This park is situated on a tree-lined river. An open air rustic theater lies among the trees of this park. There are also merry-go-rounds, swings, a zoo and boating. A trolley trip from Portland to Brunswick, the home of Bowdoin College, takes one through quaint Yarmouth and rocky Freeport. At South Freeport is Casco

Castle, from which a fine view may be obtained of the eastern section of Casco bay.

Now to consider some of the 368 islands, more or less, which dot Casco bay. Cushing's island, now owned by the United States government for a fortification, has been a summer resort for some of the most notable people of the world.

One of the most noted and picturesque sea cliffs on the Atlantic coast here rises abruptly from the sea to a height of 150 feet, "Old White Head." Across White Head passage, a narrow strip of water, is Peaks island. Peaks island is the most popular island in the bay and is reached by steamboat after a 20-minute sail from Portland. This island has a summer theater, skating rink, dance halls, and hundreds of cottages, many summer hotels and boarding houses.

Opposite Peaks are House island, owned by the government, Little and Great Diamond islands, while beyond these in an easterly direction lie Long island, Little and Great Chebeague, Orrs island, made famous by Harriet Beecher Stowe; Harpswell, Baileys and Eagle island, the home of Admiral Peary.

For the lover of boating, Casco bay affords adequate protection from the elements. Portland has rightly been called "the natural seaport" and nearly all of the islands have sheltered anchoring ground.

For one seeking a summer resort this section of the country certainly presents many and diverse features, for here one may find most of the beauties of nature. The rocky coasts and wooded shores of the many islands of Casco bay, with the omnipresent sea, as a background, form pictures long to be remembered. The person contemplating a visit to this vacation ground of America will be interested to know that Portland is the terminus of three railroads beside direct communication by water with the Provinces, Boston and New York. Boats sail frequently and by regular schedule from these points. Thus it will be seen that Portland can be reached from all points, comfortably and conveniently.

It Pays to Trade at

The May Co.

Cleveland

The Largest Department Store in Ohio.

Eagle Stamps Free with Every Purchase

"The Store at the Foot of the Big Stairs."

R U Looking For a Piano?

We invite you to call at 49 THE ARCADE, where we are showing the finest line of Pianos in Cleveland, when quality is considered. PIANOS, \$160.00 to \$650.00. Terms as low as \$5.00 per month. PLAYER PIANOS, reg. price \$600 and \$650, going at \$500 and \$550. Terms as low as \$8.00 per month.

30 DAYS' FREE TRIAL.

SECOND-HAND PIANOS AND ORGANS TAKEN IN EXCHANGE

M. R. SLOCUM, Sales Agent
49 Arcade - - - CLEVELAND, O.

LONG DISTANCE TELEPHONE, NORTH 592

The Whitworth Bros. Co.
PRINTERS AND PUBLISHERS

CLEVELAND, OHIO (Sixth City)
Magazines, Booklets, Catalogs, Etc.

One of the most complete
plants west of New York

WE HAVE A RECORD OF PROMISES KEPT

"BETTER THAN SALTED ALMONDS"

ELEPHANT
A Time and Trouble Saver for the
Woman Who Irons.

Patented in U. S. and Canada
You know the time wasted and the
other care and trouble of sticking on
the ironing board covers. Quick Catch
Clips hold covers tight and smooth
without tacking or sewing and you can
change covers in 30 seconds. Quick
Catch Clips fit any board. Last for
years. Practical and convenient.
Ask for Quick Catch Clips
at your hardware or department
store. Send 25 cents in coin and we'll mail you
a set.

THE IRONING BOARD CLIP CO.,
CLEVELAND, OHIO

SALTED PEANUTS
Delicious Clean Meats—No Skins
Upon receipt of 80c in stamp we will forward
you an attractive sample of the package—
(Party size).

SUPERIOR PEANUT CO., Cleveland, O.

The Lake Shore Banking
& Trust Co.
Cleveland, Ohio
4% Interest Begins the Day You
Deposit
FOURTEEN THOUSAND DEPOSITORS
FOUR AND ONE HALF MILLION DEPOSITS

Now is the Time

To JAP-A-LAC Your Porch
Chairs and Garden Benches

THERE'S nothing in the world like
JAP-A-LAC to make porch chairs, settees, swings, garden benches, etc., look
better than new.

One coat is sufficient, and JAP-A-LAC is so easy to use that any clever woman can get beautiful results with it. Jap-a-lac-ing is a Joy Job.

Try JAP-A-LAC in Enamel Red, Enamel Green (dark) or Apple Green Enamel on your porch furniture. Everyone will admire your "new" porch furniture and you will be delighted.

JAPALAC

Made in 21 Colors
and Natural (Clear)

Renews everything from Cellar to Garret

King of Household Finishes

JAP-A-LAC is the greatest material made for making old things new and keeping new things from getting old.

JAP-A-LAC is made in all sizes from 10c up.

For Sale in Every City and Town in the United States and Canada, by Paint, Hardware, Drug and Department Stores.

HARLAN H. HART, Pres.

WM. F. KEES, Vice-Pres.

WALTER S. RAEDER, Sec-Treas.

Reliable Pianos

Victrolas

Edison Machines

The Hart Piano Co.
33-35 The Arcade, Cleveland, Ohio.

GUY PRINCETON 1284W.

BELL DOAN 2814

THE GEO. D. KOCH & SON CO.
FURNITURE
FLOOR COVERINGS

10300-312 Euclid Ave., Near East 105th St., CLEVELAND, O.

4203 EUCLID AVENUE

Cleveland, Ohio

An Exclusive Apartment Hotel
Resident and Transient Guests

W. J. MCLACHLAN
"ADVANCED TAILORING"
FOR MEN & WOMEN WHO KNOW
33 AND 35 TAYLOR ARCADE
CLEVELAND, O.

Upon Request

we will mail you one of our beautiful
illustrated 1912 catalogues.

Utilize your saving of combings
or extra hair by having it made
over into the very latest styles for
head dress. It is such an inexpensive
way of keeping your hairdress up to date.

MME. PEAL & SON
30 Taylor Arcade, Cleveland, O.

New Amsterdam

Cleveland, Ohio.

300 Rooms. EUROPEAN. \$1.50 Only.

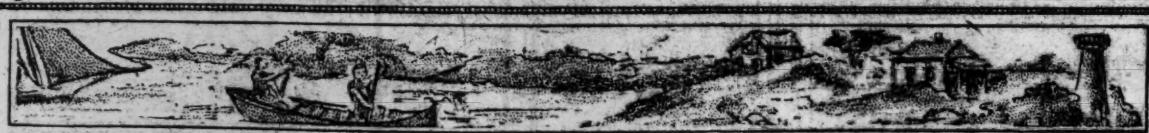
Especially attractive to families and tourists.

Booklet sent on request.

SPECIAL RATES BY WEEK OR MONTH.

LAETITIA McNAMARA, Manager,

Cornelius Euclid and E. 22nd St.



GROWTH OF THE TROLLEY EXPRESS

How Shipping Merchandise Over Electric Lines Is Revolutionizing Conditions
Told by Patrick F. Sullivan, President of the Bay State Street Railway

Transporting goods by trolley express is of comparatively recent origin. The following article, prepared especially for the Monitor by Patrick F. Sullivan, head of one of the first street railways in the East to test the innovation, explains its possibilities as an agent in developing the country districts.

No factor which enters into the life of a community, town, city or district has more vital bearing upon it than the volume, quality and general alertness of its transportation facilities, and of these perhaps the most immediate in its influence is the transportation furnished by its street railway companies.

The trolley is the great modern harmonizer. It is broadening the influences of both city and the country, spreading those of the one over the other, eliminating those that are bad, emphasizing those that are good, doing away with the strongly marked distinctions of the past and bringing them closer together in a unity of purposes and advantages for the mutual good of all. It is making them both better places in which to live and to do business.

This is true from all points of view in the consideration of the many things that go to make a section ideal. The trolley helps to make it possible to enjoy the scenery and to enjoy the opportunities for education and a general expansion of the mind, and to get the most possible out of what resources and facilities exist for the transaction of business, economically and comfortably.

The past few years the effect of the activity of the street railways has been perhaps most strikingly apparent in two ways, in the great wave of suburban development and in the industrial stimulation due to the introduction and rapid development of the electric express service. People formerly housed in the congested cities have been enabled to make their homes out in the freer atmosphere of the country districts. Real estate values in outlying territory have been vastly appreciated.

What has been clearly discernible in every territory served by an active, progressive street railway company, has been manifest in the territory of southern New Hampshire, eastern Massachusetts and Rhode Island. This territory is that in which are operated the lines of the Bay State Street Railway Company, which we believe has taken its full part and borne its full burden with the people it serves in all that has gone to make it, as it stands today, one of the greatest sections industrially, educationally and as a place in which to live and take part in active business pursuits, in the country.

The Bay State Street Railway Company operates in this territory 938.70 miles of tracks which makes it, in point of mileage, the greatest system in the world. It employs nearly 6000 persons and operates over 2000 cars in taking care of the wants of over 1,350,000 people outside of the city of Boston. The company has been always on the alert for the latest improvements in theoretical or mechanical practice and has spent vast sums in recent years in improving its equipment and the general quality of its service.

While the electric express service, although far beyond the experimental stage, is yet but in its youth, it has done much for the people and industries of the towns and cities in which it operates and gives promise of becoming a factor in the future, the greatness of which it is difficult for the most enthusiastic imagination to forecast. The Bay State Street Railway Company was one of the first in the East to recognize the possibilities of this adjunct to the street railway passenger service. It first started the operation of an express service April 5, 1896, between Taunton and Providence. From the small beginning between these two cities it has grown constantly, rapidly and healthfully. Extensions of the service, improved terminals, cars and facilities have followed until last September when connection was made between Boston and 141 points to the south of this and connecting systems.

From the Boston office at 34 and 35 India wharf four services a day are operated to and from this southern district. The new service has been found to fill a great need. It is frequent, it is prompt, it is safe and reliable. The electric express is a remarkably mobile service from its very nature, capable of great expansion and variation to meet the multiplicity of needs of the shippers. While, as has been said, it is still in its youth, it has in some sections fairly revolutionized methods of shipment, cutting days to hours and hours to fewer hours. It has meant the expansion of old industries and the introduction of new. It has, on fruits and other perishable goods, in some instances reduced the cost to the consumer while at the same time giving at least equal, if not more, profit to grower and seller. It has tended everywhere to speed up the shipping of goods and to save time, deterioration, and money. What has been done is



(Photo by Chickering)
PATRICK F. SULLIVAN

a fair promise of what is to be accomplished in the future.

The company has now rights to operate the service in all but a very few of

SUMMER GIRL HERE AGAIN

Trip Through Boston Stores Reveals Popularity of Romping and Tramping Dresses for Vacation Days

WHEN Gainsborough, Reynolds and Romney painted the portraits of the famous ladies of the latter half of the eighteenth century, they painted them in silks and laces, but the pictures of today are to be handed down to posterity, if they are to be true to the trend of the times, will show, not milady, at all, but a girl with a stout short skirt, a plain blouse open at the neck, sleeves cut off at the elbow, glowing eyes and cheeks, and wind-blown hair. Dainty she will be, but that is hardly the word to apply. She will be wholesome and sweet, with the depths of the skies in her eyes, the freshness of the winds in her cheeks and the scent of the field and woodland in her garments.

To prove it one has but to wander through the stores where women's garments are displayed. High heels and laces will find in plenty, but the girl and the woman who is going in for a good time in this year of 1912 sees to 't first that she has the romping and tramping dresses. When evening comes she will don satin slippers and lace petticoats, and powder the end of her nose, but when she gets up in the morning, and all day long, she will be ready for wind and weather. She will tramp and climb, sail a boat or drive a car, wield the racket or follow the ball. Very, very rarely, even when it rains, will she sit demurely on the piazza in vacation time and embroider lingerie.

For evening, for the garden party and the hotel hop, for the summer luncheon and dinner, for the country house party and all the other festivities of the summer, are laces and gauzes, and cobwebby fabrics galore, and the maid of the sun and the wind and wave likes to attire herself in them at the close of the day and between times, but the typical summer maiden goes in for the out-of-doors.

Question: Where is the Romney, the Gainsborough or the Reynolds who is to paint the twentieth century maid as she is for future generations as Romney, Gainsborough and Reynolds painted the eighteenth century ladies for us?

FIRST Isthmus IS DESCRIBED

"The Bridge of the Seas" is the striking name which Pindar gives to the narrow isthmus which connects the Gulf of Corinth with the Aegean sea, says the Christian Herald. It is one of the most interesting strips of soil on the five continents. It is the isthmus, par excellence, of all the world; for from its Greek name, Isthmia, every other isthmus has been named.

The ancients were not good sailors. They never went to sea when they could conveniently go by land and to cross this narrow neck of land, only four miles wide, saved many a weary league of sailing around a coast in going from the Peloponnesus to Attica, and indeed from Europe to Asia.

CHEAP SLEEPING CAR

The Swedish state railways have three classes of fares, the proportion in price being about as 5:3:2, says the Consular and Trade Reports. Heretofore only the first and second class passengers have had access to special sleepers, also run by the state railways, but now sleepers have been also put in for third-class passengers.

The Mackinaw is a service coat, a

for rough wear and for tramping in the woods and the mountains are coats and suits of tan khaki cloth. The skirts to some of these suits are made like other skirts of the day, severely plain and simple, but others are divided, so cut that they may be worn as a divided skirt, suited to any kind of climbing and rough living, or they may be so arranged as to be scarcely distinguishable from any other skirt. Made of other more suitable materials these suits are used for tennis and golf.

Some suits come with two skirts to one coat. One skirt will be like the coat for ordinary street wear, and the other will have a hair-line stripe, perhaps, by the state railways, but now sleepers have been also put in for third-class passengers.

GLASGOW CITY PARK SYSTEM GIVES FINE VIEWS OF SCOTLAND

Public Preserves Are Well Managed and Many Are on High Ground Overlooking Surrounding Country

GREEN BEST KNOWN

(Special to the Monitor)

GLASGOW—Glasgow is noted for many things and among them its well managed and beautiful parks, some of which have been purchased by the corporation, and others presented by generous-hearted citizens. Perhaps the best known is Glasgow Green which is 130 acres in extent. It dates from 1602 and has many historical associations. In its early days it used to be a favorite promenade, and its immediate neighborhood quite the most fashionable. Now it is a flourishing industrial center. Engineering works, weaving factories, and the largest cotton spinning mills in Scotland are within a few minutes of its most easterly portion. A hundred years ago *V&P* played here, now on a Saturday can be seen about 300 boys playing football. There are also several bowling greens. For the summer months it is the drill ground of the territorials, and on Sunday many orators may be heard discussing every shade of political, religious or social topics. The Winter gardens just behind the People's Palace, though small, are very pretty and of great interest to gardeners.

Kelvingrove park at the west of the city is 87 acres in extent. On its highest point stands the university, which is the second oldest in Scotland. Opposite the university, on the other side of the river Kelvin, is the home of Glasgow's art treasures, considered to be the best and most valuable collection out of London. A little to the north are the botanical gardens, covering 43½ acres. This park is most beautifully situated on the wooded slopes of the Kelvin.

The demand for riding habits is bigger than it has been in years, and a notable thing about it is that the skirt of former years is not popular. Bloomer-like trousers with a very long coat that reaches to the top of the boots are most in favor, but the divided skirt is a popular style. The suits are made in whipcord, meltons, serges, gabardines, linens, crashes and khaki. To be worn with them are the hats made by Victor Jay of London.

Linen of every variety, crashes and whips and cotton ratines are to be worn this season more than ever before. They have been brought to the perfection of manufacture so that a linen suit may have the finished effect of some fine woolen material. The heavy linens are the most popular. For beach and mountain wear, for city, street and business they are made up in any number of jaunty styles, both as suit and frock. They are dainty, they have "style," but they are strong and serviceable, they will stand hard wear, and may be worn all summer without being laundered. They are heavy but porous and delightfully cool.

The frocks, made in fasten-front style, have deep collars and cuffs of embroidered lingerie.

Linen, of every variety, crashes and whips and cotton ratines are to be

worn this season more than ever before.

They have been brought to the perfection of manufacture so that a linen suit

may have the finished effect of some fine

woolen material. The heavy linens are

the most popular. For beach and

mountain wear, for city, street and business

they are made up in any number of

jaunty styles, both as suit and frock.

They are dainty, they have "style," but

they are strong and serviceable, they

will stand hard wear, and may be worn

all summer without being laundered.

They are heavy but porous and delightfully

cool.

The frocks, made in fasten-front

style, have deep collars and cuffs of

embroidered lingerie.

For evening, for the garden party and

the hotel hop, for the summer luncheon

and dinner, for the country house party

and all the other festivities of the summer,

are laces and gauzes, and cobwebby

fabrics galore, and the maid of the sun

and the wind and wave likes to attire

herself in them at the close of the day

and between times, but the typical

summer maiden goes in for the out-of-

doors.

Question: Where is the Romney,

the Gainsborough or the Reynolds who

is to paint the twentieth century maid

as she is for future generations as

Romney, Gainsborough and Reynolds

painted the eighteenth century ladies

for us?

For evening, for the garden party and

the hotel hop, for the summer luncheon

and dinner, for the country house party

and all the other festivities of the summer,

are laces and gauzes, and cobwebby

fabrics galore, and the maid of the sun

and the wind and wave likes to attire

herself in them at the close of the day

and between times, but the typical

summer maiden goes in for the out-of-

doors.

Question: Where is the Romney,

the Gainsborough or the Reynolds who

is to paint the twentieth century maid

as she is for future generations as

Romney, Gainsborough and Reynolds

painted the eighteenth century ladies

for us?

We Offer Wonderful Stocks

For the Camper and Vacationist

Golf Goods Hammocks

Baseball Goods

Fishing Tackle

Tennis Goods

Canoes

Tents

Flags

Where such boundless stocks and assortments are offered—where every need and comfort of the out-of-door dweller is consulted—our patrons may be sure of getting fullest satisfaction in whatever things they choose.

GOLF GOODS

MacGregor Golf Clubs, Drivers and Brassies, each	2.50
MacGregor Irons	2.00
Golf Balls, all the leading makes. Prices, dozen, from	1.50 to 9.00
Anchor Tees	2 for 25c
Ball Cleaners, each	35c and 50c
Golf Ball Paint, can	25c
Simplex Golf Ball Markers, each	2.00
Golf Score Books	50c to 1.25
Caddy Bags in every style from	1.00 to 10.00
St. Andrew's Drivers and Brassies, each	2.00
St. Andrew's Irons, each	1.50
Juvenile Brassies and Drivers, each	1.25
Juvenile Irons	1.00
English Clock Golf, per set	6.00

TENNIS GOODS

Tennis Rackets	1.50 to 8.00
Tennis Rackets, Slotted Throat, giving extra speed to your service and extra power to your drive, from	3.50 to 8.00
Tennis Balls	

Locomobile

Most Expensive to Build
Most Economical to Own

Unmatched Economy
of the

**"Best Built Car
in America"**

"48" Six Cylinder.....\$4800 to \$6250
"38" Little Six.....\$4200 to \$6350
"30" Four Cylinder.....\$3500 to \$4800

TIRE ECONOMY: Every one of our "48" Six-Cylinder Cars should average with ordinary care 5,000 miles on one set of tires of any good standard make.

GASOLENE ECONOMY: 8 to 16 miles per gallon—the normal performance on every "48" Locomobile Six, varying with road, traffic and condition in which car is kept.

UPKEEP ECONOMY: Barring accident or misuse—repairs and replacements are unheard of. With average use, annual overhauling is neither necessary nor recommended. "The Best Built Car in America" does not need to be humored or coddled.

NERVE ECONOMY: We are the only manufacturers furnishing a car equipped with Ten-Inch Upholstery, and this, combined with our long wheel base and perfect balance, makes a car that never tires the user.



The Locomobile Company of America
700 Commonwealth Avenue and Lawton Street, Boston

Phone 5380 Back Bay

General Offices and Works, Bridgeport, Conn.
Branches—New York, Chicago, Boston, Philadelphia, Pittsburgh, Washington, Baltimore, Atlanta, Minneapolis, San Francisco, Los Angeles, Oakland.

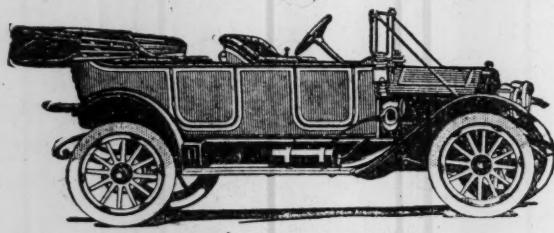


E-M-F Studebaker
Your Dollar Buys More

When you buy a Studebaker-E-M-F "30" or Studebaker-Flanders "20" automobile you get more for your money, dollar for dollar, than in any other car built.

There may be other good cars—but what is their price? That's the rub. What a car is really worth, not what it costs, should be your standard.

The Studebaker Corporation has the largest and best automobile factories in the world. We could build and sell any competing car today for less money than its present price. In your Studebaker-E-M-F "30" or Flanders "20" you get full value, because the biggest factories and the best brains in the industry build these cars.



Studebaker-E-M-F "30," standard equipped, f. o. b. Detroit \$1100. Equipped as above with Top, Windshield, Frost-O-Lite Tank and Speedometer, f. o. b. Detroit \$1190.

Our new Art Catalogue will interest you. Send for it.

The Studebaker Corporation
Detroit, Michigan

BOSTON RETAIL BRANCH, 889 BOYLSTON STREET
Telephone 4440 Back Bay

USED LOZIER CARS

All Models from \$1500 upwards
Special inducements will be offered on these cars for the balance of this month

OTHER MAKES

Including 1912-1911-1910-1907 Peerless, 1911 Pierce-Arrow, 1910 Packard, Stevens-Duryea, National, Elmore, Chalmers-Detroit, from \$500.00 upwards.

LOZIER MOTOR CO., 20 Aberdeen Street
Used Car Department

OFF BEACON STREET

20% to 40% INCREASE VEHICLE BATTERY MILEAGE

With Absolutely No Sacrifice of Durability or Life
This is what the adoption of Improved GOULD Battery Plates assures all users of pleasure and commercial electric vehicles.

Mr. August Schick, Cleveland, Ohio, says:
"The Gould Battery in my coupe is more than satisfactory. My best mileage on other battery was about 65 miles per charge when new; it fell off until best mileage was about 35 miles per charge. When you sold me your battery you led me to expect about 80 miles. The first discharge, however, was 100 miles, and since then I have been taking equal to 120 miles every charge. I expect the weight taken out in installing your battery is also a big item. Every owner of an electric car should look into your battery thoroughly."

Automobile Lighting and Ignition Batteries

GOULD STORAGE BATTERY CO.

89 STATE STREET. Main 4840. BOSTON, MASS.

WE MAINTAIN A SERVICE DEPARTMENT

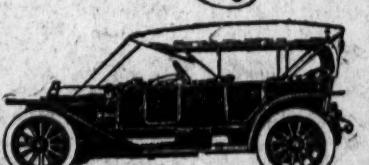
If Truck Hunting

be sure to write us. We have information you should certainly have before you buy.

Eastern Motor Truck Co.
Tel. Cambridge 4000
SHOE AND LEATHER BUILDING,
CAMBRIDGE, MASS.

THE MONITOR HOTEL
ADVERTISEMENTS REACH A LARGE
NUMBER OF TRAVELERS.

MERGER.

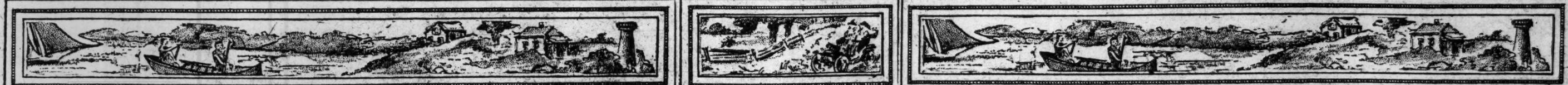


\$2500

\$2750

The car that averaged 69.54 miles an hour in the 300-mile stock chassis race at Santa Monica May 4, with Ralph De Palma driving.

FRED S. SMITH
38 Columbus Av., Boston, Mass.



NEWS BY CABLE AND CORRESPONDENCE

ANGLO-GERMAN AMITY CONSIDERED POSSIBLE

In the *Schlesische Zeitung*
Impartial Writer Asserts
Germany Should Respond
to Overtures from Britain

REASONS ANALYZED

(Special to the Monitor)

BERLIN.—In the *Schlesische Zeitung* has appeared a remarkable article dealing with the relations of Germany and Great Britain from an impartial point of view.

The writer disconcerns the sentiments of imperialism and pan-Germanism which during latter years have blurred and darkened the political clear-sightedness of the German people. And for these sentiments the writer blames the assumption of so many public speakers that conflict with Great Britain is inevitable, as well as the trend of newspaper articles which have not only supported this attitude but have indulged in invective against that country for taking measures for, in the event of a conflict, securing the best position.

The position taken by the German press is illustrated by a reference to the crisis of last summer when the imperial chancellor "showed calmly and clearly that there was no question of an insult. Nevertheless, the popular organs and Parliament maintained their opinion that Germany was insulted by England and overcome by France. They preferred to accept a theory so damaging to our prestige to admitting an interpretation of facts, which, coming from responsible quarters, maintained the dignity of the empire and saved it from humiliation in the eyes of foreign nations."

The Colonial Society and the Navy League, though their achievements are appreciated by the writer in the *Schlesische Zeitung*, do not escape criticism for the influences they have brought to bear upon the German people of exaggerated pan-Germanism.

Policy Is Attacked

"This they have done by exalting questions of expediency into questions of life and death, by attempting to substitute the navy for the army as the cornerstone of national defense, and by seeking the solution of colonial questions in a one-sided assertion of our own rights rather than by the indispensable means of international agreement."

An analysis of the causes of estrangement between the two great Saxon races reveals the fact that they are mainly due to fear and distrust on the part of Great Britain towards Germany and of Chauvinism in the sentiments of the latter towards Great Britain. The mistrust of the English people is caused by the growth of the German fleet which inspires them with the fear that the status quo may one day be altered to their disadvantage, and that Germany may by peaceful means, or otherwise, deprive them of their position.

Can these fears, asks the writer, be looked upon as a challenge and an humiliation? Are they not rather a brilliant tribute to German power? As for the feeling of resentment in the German people caused by the belief that Great Britain makes the unjustifiable claim of exclusive command of the seas, whereas the sea belongs to all, and in her attempt to deprive Germany of her place in the sunshine, "these sentiments sound very patriotic but are in reality unwarrantable and exercise a poisonous influence on public opinion, for if the diagnosis is incorrect, wrong remedies are certain to be prescribed."

TRACTS NEAR DELHI ARE TRANSFORMED INTO PARK-LIKE LAND

(Special to the Monitor)

DELHI, India.—Various objections have been raised since the announcement of the transfer of the capital to Delhi with regard to the low lying and unsuitable nature of the site on which the buildings of the central government will be located. If, however, the government area is treated in the same way as certain tracts in the vicinity of the city of the Moguls have recently been treated, there should be no cause for complaint.

Only quite recently one of these areas was covered with dense jungle full of small depressions which in the rainy season formed stagnant pools where mosquitoes abounded. Now, however, this tract has been converted into a fine open expanse of park-like country, and the depressions have been successfully filled up.

Other improvements of a similar nature are being carried out, and there is every reason to believe that by the time the government of India takes up its quarters at the new capital the neighborhood of Delhi will have been quite transformed.

ORA BANDA MINE DISTRICT GROWS

(Special to the Monitor)

PERTH, W. Aus.—One of the principal centers of interest in connection with the mining industry in Western Australia at the present time is the new district of Ora Banda, which is situated some miles from the well-known Kanowna field. This field has come into considerable prominence late through the operations on the Gimlet and the Gimlet South Extended, and upon other mines which have been developed largely by local capital in that area.

A town is arising near the mines, streets are being laid out and the district is assuming an air of prosperity. The mines department is so well satisfied with the future of the district that a water supply, estimated to cost £26,000 and to yield 130,000 gallons of water per day, has been approved.

CREUZOT FIRM BUYS NEVA YARD

(Special to the Monitor)

ST. PETERSBURG, Russia.—It is stated that the Neva shipbuilding yard has been purchased by the Creuzot works for £300,000 roubles (£630,000). The combination of the Creuzot with the Putilof works is also announced.

This step is taken with the object of competing with the groups headed respectively by Messrs. John Brown and Messrs. Vickers. Another Russian firm has, it is stated, entered into an arrangement with Bach's works at Reval for the building of torpedo boats.

"To bring about this rapprochement it is indispensable that our newspapers thoroughly overhaul their armory. They will not find it easy. For justifiable com-

plaints breed prejudices which can only be dispelled by wise and patient handling."

"It is not right to meet advances of our adversaries with a 'timed Danao.' It is not right to consider the conflict inevitable, as, unfortunately, has been assumed in many public utterances and newspaper articles, and yet continually to protest that we mean no harm. Let us be honest with ourselves. He who considers war inevitable must endeavor to force his adversary into an unfavorable position."

The article concludes by the consideration of the possibility of an Anglo-German understanding which the writer considers still possible, though harder to bring about than 12 years ago. The way to it is neither in Paris nor in St. Petersburg but in London, and to arrive at it Germany need not think that humiliation by a decrease in armaments is necessary, for only a strong Germany, not a Germany humbled even diplomatically, is in a position even to negotiate, and a diminution of armaments can only be the result of and not the preliminary to an understanding.

"There exist other and better guarantees which must be furnished before those fears can be banished, which in Bismarck's dramatic metaphor, make us both cock and aim revolvers. Was not such a guarantee given in the year 1899 when the English government received the promise that Germany would take no part in any combination against her? Such guarantees it would be possible to offer not once but many times—naturally on terms of complete reciprocity—for Germany has no desire to make any extra European acquisitions at the expense of facts, which, coming from responsible quarters, maintained the dignity of the empire and saved it from humiliation in the eyes of foreign nations."

The Colonial Society and the Navy League, though their achievements are appreciated by the writer in the *Schlesische Zeitung*, do not escape criticism for the influences they have brought to bear upon the German people of exaggerated pan-Germanism.

The position taken by the German press is illustrated by a reference to the crisis of last summer when the imperial chancellor "showed calmly and clearly that there was no question of an insult. Nevertheless, the popular organs and Parliament maintained their opinion that Germany was insulted by England and overcome by France. They preferred to accept a theory so damaging to our prestige to admitting an interpretation of facts, which, coming from responsible quarters, maintained the dignity of the empire and saved it from humiliation in the eyes of foreign nations."

The Colonial Society and the Navy League, though their achievements are appreciated by the writer in the *Schlesische Zeitung*, do not escape criticism for the influences they have brought to bear upon the German people of exaggerated pan-Germanism.

Policy Is Attacked

"This they have done by exalting questions of expediency into questions of life and death, by attempting to substitute the navy for the army as the cornerstone of national defense, and by seeking the solution of colonial questions in a one-sided assertion of our own rights rather than by the indispensable means of international agreement."

An analysis of the causes of estrangement between the two great Saxon races reveals the fact that they are mainly due to fear and distrust on the part of Great Britain towards Germany and of Chauvinism in the sentiments of the latter towards Great Britain. The mistrust of the English people is caused by the growth of the German fleet which inspires them with the fear that the status quo may one day be altered to their disadvantage, and that Germany may by peaceful means, or otherwise, deprive them of their position.

Can these fears, asks the writer, be looked upon as a challenge and an humiliation? Are they not rather a brilliant tribute to German power? As for the feeling of resentment in the German people caused by the belief that Great Britain makes the unjustifiable claim of exclusive command of the seas, whereas the sea belongs to all, and in her attempt to deprive Germany of her place in the sunshine, "these sentiments sound very patriotic but are in reality unwarrantable and exercise a poisonous influence on public opinion, for if the diagnosis is incorrect, wrong remedies are certain to be prescribed."

EMPIRE HAS NEEDS

"No English politician can, or does, deny that the sea belongs to all; or would shut his eyes to the fact that we live in days of equally balanced and not preponderating power. But England possesses an Asiatic, an African, an American and an English empire. The English government in its wisdom, in order to protect efficiently this artificial structure, has made the two-power standard the basis of its policy, and for the same reason has deemed it its duty to oppose all undertakings which, in its opinion, could threaten the communications between the colonies and the mother country."

The article continues with the assertion that Germany must be and must remain strong, and with the declaration of the indubitable fact that if the strength of Germany is not employed in harmony with Great Britain, it must be used against that country, but "in the long run this action resembles suspiciously the encircling system . . . and offers therefore no permanent guarantee of peace. We must rather at this moment, when the opposing party expresses a desire for an understanding, take the proverb to heart, 'do unto others as you would be done by,' and thus make rapprochement easier for the English."

"To bring about this rapprochement it is indispensable that our newspapers thoroughly overhaul their armory. They will not find it easy. For justifiable com-

LONDON IS FOND OF BANANAS



(Photo specially taken for the Monitor)

London costermonger, with his barrow, who plays large part in popularizing tropical fruit

(Special to the Monitor)

LONDON.—Some 50 years ago in Europe a banana was looked upon more or less in the light of a curiosity, while today, after an almost unprecedented rise in popularity, it has emerged among the most plentiful and useful of fruits we have at our disposal. No one will doubt that this has principally come about owing to commercial enterprise and the facilities of modern transport as compared with the methods of the past. And so we find the banana ranking with the apple and the orange.

The banana trade as a whole has now assumed such immense proportions that the consignments imported into England from the Canary Islands and Jamaica are no longer to be reckoned by the van load or the truck, but by entire cargoes. Now, although these bananas are generally shipped in a green condition with a view to their ripening partially during the voyage, and finally after reaching their ultimate destination, it may happen that a ship load

of capital fruit may fall ripe to a turn at the moment of arrival, leaving practically no time whatever for its proper distribution from the hands of the wholesale importers to the shops and the retail trade. Any way a sudden glut may follow in the market; with a large quantity of ripe fruit to be disposed of, then it is that the costermonger comes forward with his barrow and to some extent saves the situation.

He obtains his stock at a low price and is able to part with it at a proportionately cheap rate. The coster buys cheap, sells cheap and makes a profit; the public can obtain full ripe bananas at a low cost. Street trading in bananas is making the fruit more and more popular every day with a consequent increase in the demand for it.

"Ripe bananas, bananas all ripe," echoes the coster's well-known cry in the distance as he pushes his barrow round the corner into the next street and gradually disposes of his entire stock.

The author, a staff officer and an observant witness of the enthusiasm which has been displayed for military aviation by the general public of France, sounds a note of warning in which he points out that useful and indeed indispensable as military aviation has become, it should only be looked upon as an auxiliary to the army. Many of the very qualities of the aeroplane, its velocity and its capability to attain great heights, both of which conditions would have to be maintained in reconnoitering, would to some extent interfere with the accuracy of its observations.

In the event of war, even though a continental war, the navy would at once assume a most important place in the plan of campaign, for, apart from offensive action, it would be called upon to insure the food supplies of the army, and also perhaps of the civilian population.

The writer in the *Echo de Paris* has another and a very powerful argument in support of his plea for the recognition of the primary importance of the navy.

Turning to the colonies he states the indisputable fact that the mastery of the sea alone can insure their protection. La force fait le droit is an axiom in the maintenance of a colonial empire. The capture of colonies is a foregone conclusion in the event of war unless the fact of the existence of an efficient navy is proof of the capacity for protection of the mother country.

An army corps cut off from its base without any means of securing the supplies which are so essential in modern warfare is worse than useless, as the history of the Spanish-American war and the fate of the Spanish army in Cuba after the destruction of the Spanish fleet at Santiago clearly proves.

The aim of the writer in the *Echo de Paris* is not in any way to discourage the support which is being so freely given to the "fourth arm" in France, but to point the general public to the fact that the navy is just as worthy of their patriotic endeavor and less likely to disappoint than the attractive, but still to a great extent tentative, aeroplane.

The aim of the writer in the *Echo de Paris* is not in any way to discourage the support which is being so freely given to the "fourth arm" in France, but to point the general public to the fact that the navy is just as worthy of their patriotic endeavor and less likely to disappoint than the attractive, but still to a great extent tentative, aeroplane.

The association set out to serve two classes of students, those desiring a wider education but without financial means of achieving their object, and those with the necessary money desiring education along practical lines or at another university.

For the first of the two classes of students it was hoped to offer a fairly large number of traveling scholarships annually.

For the second class of students the association offered available help in the way of information, introduction to those who were prominent in other spheres of activity, travel facilities and special hotel rates. He believed that this practical form of education would be an enormous benefit to the younger generation.

The association set out to serve two classes of students, those desiring a wider education but without financial means of achieving their object, and those with the necessary money desiring education along practical lines or at another university.

The government, it should here be mentioned, recently inaugurated a system of savings banks and urged upon the provincial officials the need for impressing their advantages upon the fellahin.

So zealously have the officials carried out their instructions, however, that the fellahin are said to be complaining that the officials make their lives unbearable if they do not carry out their orders and deposit money in the banks.

In order to do this and to satisfy the officials the cultivators have been obliged to borrow the necessary money from the usurers, who have made them pay at the rate of 30 per cent. Thus the deposits in the savings bank have been growing, while the financial position of the unfortunate fellah has gone from bad to worse. In these circumstances it is to be hoped that the government will take steps to see that the spirit of their instructions is observed and the savings banks made a real blessing to those whom they were meant to benefit.

"Success must depend upon how it is administered," said Sir Starr Jameson,

"but at the same time the fact of the principle being accepted shows that the government has been able to overcome the opposition of the more reactionary members of its party."

"Success must depend upon how it is administered," said Sir Starr Jameson,

"but at the same time the fact of the principle being accepted shows that the government has been able to overcome the opposition of the more reactionary members of its party."

"Success must depend upon how it is administered," said Sir Starr Jameson,

"but at the same time the fact of the principle being accepted shows that the government has been able to overcome the opposition of the more reactionary members of its party."

"Success must depend upon how it is administered," said Sir Starr Jameson,

"but at the same time the fact of the principle being accepted shows that the government has been able to overcome the opposition of the more reactionary members of its party."

"Success must depend upon how it is administered," said Sir Starr Jameson,

"but at the same time the fact of the principle being accepted shows that the government has been able to overcome the opposition of the more reactionary members of its party."

"Success must depend upon how it is administered," said Sir Starr Jameson,

"but at the same time the fact of the principle being accepted shows that the government has been able to overcome the opposition of the more reactionary members of its party."

"Success must depend upon how it is administered," said Sir Starr Jameson,

"but at the same time the fact of the principle being accepted shows that the government has been able to overcome the opposition of the more reactionary members of its party."

"Success must depend upon how it is administered," said Sir Starr Jameson,

"but at the same time the fact of the principle being accepted shows that the government has been able to overcome the opposition of the more reactionary members of its party."

"Success must depend upon how it is administered," said Sir Starr Jameson,

"but at the same time the fact of the principle being accepted shows that the government has been able to overcome the opposition of the more reactionary members of its party."

"Success must depend upon how it is administered," said Sir Starr Jameson,

"but at the same time the fact of the principle being accepted shows that the government has been able to overcome the opposition of the more reactionary members of its party."

"Success must depend upon how it is administered," said Sir Starr Jameson,

"but at the same time the fact of the principle being accepted shows that the government has been able to overcome the opposition of the more reactionary members of its party."

"Success must depend upon how it is administered," said Sir Starr Jameson,

"but at the same time the fact of the principle being accepted shows that the government has been able to overcome the opposition of the more reactionary members of its party."

"Success must depend upon how it is administered," said Sir Starr Jameson,

"but at the same time the fact of the principle being accepted shows that the government has been able to overcome the opposition of the more reactionary members of its party."

"Success must depend upon how it is administered," said Sir Starr Jameson,

"but at the same time the fact of the principle being accepted shows that the government has been able to overcome the opposition of the more reactionary members of its party."

"Success must depend upon how it is administered," said Sir Starr Jameson,

"but at the same time the fact of the principle being accepted shows that the government has been able to overcome the opposition of the more reactionary members of its party."

"Success must depend upon how it is administered,"

THE HOME FORUM

NOSEGAY THAT'S FOR REMEMBRANCE

THAT woman's advance in ability to do interesting things in the world with the same indifference to mere publicity, as such, which a busy and interested man feels, need not necessarily change her womanliness and her expression of what is gracious and charming, is sufficiently indicated for many people by the very conduct of many woman workers.

But at this season, when the women's clubs are having their final meetings of the year, the fact is brought home with new effect. The New England Woman's Press Association recently held its annual breakfast, which is really a luncheon, and no one could fancy a more thoroughly feminine and pleasantly informal atmosphere than the long dining room at the Boston Art Club afforded on that occasion. The center of the table was held by a big bouquet of pink roses, and laid zigzagging down the middle of the table was a long satin ribbon of rose color, one of the club colors. Blush pink carnations and the green of ferns further carried out the club insignia. One of the members brought a large bunch of wild violets with long stems, which she had gathered that very morning, and after the ladies were all seated she passed violets about in handfuls to be

scattered over the white cloth by the guests, up and down the long length of the table.

There was some unpretentious singing without accompaniment and there were informal and womanly little talks on topics of interest to alert and active women, always with the distinct touch of love and kindness to be heard in them. This is surely something that women thus banded together for mutual helpfulness and to help others seem always to emphasize, which a man at his club might feel as much, but would be more chary of mentioning right out in meeting.

One of the guests wore a dainty little bouquet of mixed flowers, arranged with a geometric precision and set about with a flounce of perforated paper such as all old-fashioned nosegays once were. These bouquets, it appears, are coming into fashion again with other things of the olden time. They are now called "remembrance bouquets." In the center is a red rosebud, then a circle of white blossoms—sweet peas, perhaps—in which stand four brightly blue bachelor buttons at precise angles, then some pink roses and then a touch of green. The lady who added to the charm of the bouquet was the hostess of the luncheon.

And so the luncheon of busy women who all have their place in the activities of the time was certainly an occasion when womanly sentiment and the lovelier things of life were by no means lost sight of in the clamor of causes and reforms and worldly enterprise.

I have sometimes thought that for a month at least I should like to see the office signs, "Do it now," "This is my busy day," "Step quickly," replaced by the old Scriptural motto, "In quietness and confidence shall be your strength."—Clayton S. Cooper, in *Century*.

As the morning sun brushes the darkness from the world, grant us today to brush aside the shadows from some unhappy heart.—Robert Louis Stevenson.

FOUNDER OF NONSENSE SCHOOL

THE nonsense rhymes of Edward Lear are probably the first of the limericks, as they have grown to be called, more or less correctly (for a limerick is said to be a bona fide popular song of Ireland). They find their imitators in many a group of bright people, who improvise on incidents known to all the circle, various absurd and catching jingles that try for the inconsequence of the person who said: "Well, will nobody answer that bell?" but seldom succeed in being quite so effectively meaningless as the original. Writing in the *Literary Digest* some one says that Lear was perhaps the founder of that school of English humor which is distinct from the school represented by Hood or Thackeray, and found its most elaborate exemplification in the works of Lewis Carroll.

It may in truth be styled the nonsense school, to which many of Punch's contributors belong at the present day. The works of Lear and his followers are de-

lightful and refreshing. To use Johnson's phrase, they add to "the gaiety of nations" by their reckless absurdity, underlaid by a streak of subtle fancy. They are written without purpose and their very irresponsibility adds to the feeling of carnival elation with which they fill, as by a momentary flash of light, the thought of the reader.

We must remember that Lear was a landscape painter of the most exquisite taste and of delicate execution much admired by Ruskin and Tennyson. Some of the delightful word-pictures of the poet laureate he had portrayed with rare inspiration. His great classical pictures, "Temple of Basae" and "Citadel of Mycenae," are now in the galleries of Cambridge, one at Trinity College, the other in the Fitzwilliams museum.

There is a certain amount of discretion which the enterprising and ambitious youth must cherish; and yet he who sees before him a duty requiring great courage must not too nicely weigh the danger against the duty.—Kate Upon Clark in *Congregationalist*.

Be no longer chaos, but a world or even worldkin. Produce! Produce! Were it but the pitifullest infinite fraction of a product, produce it in God's name.—Thomas Carlyle.

SINCE Michael Angelo, who capped the Renaissance, Rodin is the only other single figure in sculpture. He is a giant, squat perhaps after the manner of rugged men, forceful and insistent. He brought the world back to a realization of the beauty in realism—to a realization, that is, of its own beauty. . . .

He has linked art to life with iron.

The bond is not now to be dissolved,

easily, says a writer in the New York American, in an article illustrated by some of the striking sculptures of this artist owned in New York. Idealistic painters and sculptors of the past century, who set beauty before them in a set shape, and copied it with high-handed

disregard for the moving ones about them, have come to seem futile.

Rodin, eyes wide open, points to truth. The vast horde of military painters who following Meissonier and ideas evolved out of the wreck of the Franco-Prussian war, their consciences filled with aspects of truth, saw only its superficialities, they were illustrators.

The realism of Rodin pierces gold braids, buttons, grimaces. He sees past your bow, your cultivated gestures, your sentences, constructed with an eye to charm; the compromises that society demands, the oil that makes its wheels run smoothly.

But Rodin's love of man is always

uppermost. His "John the Baptist," for example, is muscular, capable, hardy, intent upon earthly duties, discoursing with men and not as so many of the saints are pictured, hands religiously clasped, eyes to heaven.

The Metropolitan Museum has the admirable "Thinker" now in bronze; the portrait of Puvise de Chavannes in bronze and one of Jules Dalou and the portrait bust of "Madame X" in marble. An American was dissatisfied with this last and refused to accept it, although now it has become one of the famous portraits. The original study in baked clay for the statue known as "The Caryatid" is very interesting and in all there are 40 pieces of Rodin's work.

Only Half Guilty

Senator Williams, in an address in Yazoo, said of a movement he opposed:

"These men try to apologize for their course, but their apology reminds me of that of the Yazoo office boy."

Christian Science teaches an absolute reliance upon the power of God, who as the Scripture declares is Life, Truth and Love, infinite and eternal, to deliver in every time of trouble, and that this deliverance is assured in proportion to our faith that all things are possible to God,—spiritual understanding of Him, an unselfed love" (Science and Health, p. 1).

The Master declared and proved that "with God nothing shall be impossible," and Christian Science has exemplified the continuous truth of this statement in its unnumbered healings of the sick and the sinning, the lifting of grievous burdens from them that are weary and heavy laden, the overcoming of fear, hatred and kindred evils; the realization that heaven is far more than a possibility of a future existence—that it is within us, as Jesus declared, and to be enjoyed now. God tests us today as He tested the children of Israel of old and He is our strong deliverer, our sanctuary from every foe, in proportion to our obedience to His commandments.

Dwelling "beneath the shadow of His mighty wing" (Miscellaneous Writings, p. 389), we may rest secure, the while we "watch and pray."

"Don't whistle at your work, Cal-

houn."

"I ain't workin', sir," Calhoun an-

sured. "I'm only just whistlin'."—Cin-

cinnati Enquirer.

Milton.

Plato admits no substantive existence to that which is constantly passing from one state of existence to another.—Har-

rison.

CHILDREN'S DEPARTMENT

Trip in a Dirigible

The men let go the ropes and in an instant we began to soar, the motors coming into action, and we left a crowd of gaping, awe-stricken people in our wake. We sailed along smoothly and quietly, with absolutely no vibration or noise (no more so than if you were seated in your own house). It appeared as though we were stationary and the earth was leaving us behind.

Over fields we sailed, over forests, where we saw an occasional deer; over

moving railway trains, over the Rhine, over the birds, which it seemed queer to be looking down upon instead of up at; over the Black forest, toward Freiburg and Heidelberg in one direction; then, turning our course toward Karlsruhe and Strassburg, we covered many small towns and villages too numerous to mention. People flew from out of their houses waving at us. Children rushed from school buildings like bees out of a hive. Human beings looked no larger than flies, and we could only faintly hear the cries of cheering; but we could see that every one was filled with delight at the sight of us.

The landscape resembled a map. We were what seemed to be thousands of feet high, going at the rate of sixty miles an hour above the clouds. The sensation of going through the air in this wonderful machine was one of perfect happiness. All feeling of dread or fear left us, all cares and weariness were forgotten, and in their stead there were contentment and security. It is difficult to express it in words, so great is the desire to remain forever on board, sailing through the air.

We bought postal cards on board, which we addressed to all our friends and which were mailed from the ship by placing them in a paper bag with weights attached and dropping the bag over the side in the midst of one of the cities, in the hope of its being picked up by some good person who would mail the cards. Those I mailed I know reached their destination safely. So writes a lady in *Leslie's Magazine* and concludes: There is no doubt that the next generation will be sailing from place to place, over oceans, over mountains, etc., as comfortably as we do now in steamships and railroad trains.

audience. It is a question of victory or defeat, and no amount of preparation against the latter can be too great. It is by grasping each single opportunity to rise to the possibilities of her roles that the reputation of an artist is fashioned.

All roles should be studied with the exact traditional interpretation of the best opera houses as regards tempo and

so on. It is better not to know a role at all than to learn it wrong, and it is better not to study languages until they can be acquired correctly. There is no greater help to a student than to listen to and study carefully the best singers and the great artists. A wide acquaintance with the best music elevates her standards in her own work. Then, again, artistic interests in all directions have a powerful influence on a singer's rounded development. So much besides the voice must go into the interpretation of an operatic role.

RUSSIAN GENIUS OF STURDY KIND

RUSSIA'S geniuses are few and mighty. From among her millions upon millions of torpid, simple, down-trodden people, here and there . . . a man lifts his head, peers past his fellow men, waits patiently until his vision clears, and having slowly, at times almost reluctantly, seen the truth through all dis-

guises, moves out from the crowd and delivers his message, courageously, clearly, with fanatical sincerity and unquenchable fire.

Russian art, the most significant and lasting of it, is without sentimentality, yet deeply and often awkwardly touched with sentiment, an art born with purpose, born with great travail, for the painters, the poets, the writers of this terrible land are first of all patriots, and second, artists; patriots without self-consciousness, artists of necessity, for the torch of their patriotism is lighted for the world to see only by the fire of their genius.

It is truly in the dire moments of a nation's travail that her great men are born . . . Truth is what a nation in peril needs, and truth can only abide in the hearts of the men who touch life with strong, tender, understanding hands. The great of the world are not really those, as we so often fancy, who grow thin and strident standing on tiptoe to peer over mountain tops, but rather those who kowtow among the saddest and the lowliest and the most lamentable of mankind, and out of those profound intimate experiences with humanity, gain the vision that reveals all the wonder which broods over high places—Craftsman.

Chair of Humility

Many years ago Henry Clay visited Princeton and was asked by President McLean (Johnnie, as he was familiarly and popularly called) to sit down in the president's study.

The furniture was not elaborate in those days, nor did it consist of the most solid material. Mr. Clay sat down, and the rickety old chair which was proffered him sank beneath his weight. The statesman, rising from the floor, said solemnly, "Dr. McLean, I hope that the other chairs at this institution are on a more permanent foundation." Indeed, the foundation of learning in those days was laid upon the personality of great teachers who, like Dr. McLean, had personal contact with the students, making up in individual interest what was lacking in material equipment.—C. S. Cooper, in *Century*.

To the ocean now I fly
And those happy climes that lie
Where day never shuts his eye,
Up the broad fields of the sky;
There I suck the liquid air
All amidst the gardens fair . . .
Along the crised shades and bower
Revels the spruce and jocund
spring . . .

There eternal summer dwells
And west winds with musky wing
About the cedar alleys fling
Nard and cassia's balmy smells.
Iris there with humid bow,
Waters the odorous banks that blow
Flowers of more mingled hue
Than her purled scarf can show,
And drenches with Elysian dew
Beds of hyacinths and roses.

—Milton.

Plato admits no substantive existence to that which is constantly passing from one state of existence to another.—Harrison.

Science

And
HealthWith
Key to the
Scriptures

The Text Book of
Christian Science by

MARY
BAKER
EDDY

A complete list of
Mrs. Eddy's works
on Christian Sci-
ence with descrip-
tions and prices
will be sent upon
application

ADDRESS
Allison V. Stewart
PUBLISHER
Falmouth and
St. Paul Sts.
BOSTON, MASS.

SANCTUARY

WRITTEN FOR THE CHRISTIAN SCIENCE MONITOR

I T was out of the heights and depths of a wonderful and varied experience that King David voiced the psalm which in times of trouble and danger has brought so much of comfort and assurance to many a fainting heart: "He that dwelleth in the secret place of the most High shall abide under the shadow of the Almighty. I will say of the Lord, He is my refuge and my fortress: my God; in him will I trust."

The shepherd king goes on to enumerate the dangers from which this trust in an omnipotent and omnipresent God will deliver; and he knew whereof he spoke.

Even as a youth guarding his father's flock on the lonely hillside, he had found a "very present help in trouble"; his arm had been strengthened to slay the lion and the bear, conflicts severe enough to destroy all fear even of the mighty Philistines who had defied the armies of Israel, for "the Lord of hosts" was David's shield and buckler, a stronger, surer defense than any armor forged by the hands of cunning workmen.

These encounters, in which he came of victorious through his trust in the power of the most High, could but increase David's faith, and the snare of the fowler was spread in vain; famine and pestilence had no terror for him. Many and grievous were the trials of his faith, but riches and honor and length of days—all these things!—were added unto him.

So true a refuge, so strong a fortress, so safe a sanctuary had he found, so unfailing was his trust in the eternal God, that his parting counsel to Solomon was, "Keep the charge of the Lord thy God . . . that the Lord may continue His word." He could ask no better fortune for the young king than this.

God has ever been the sanctuary of His people, of them that put their trust in Him. No matter what danger may threaten, we can declare as did the three Hebrew children: "Our God whom we serve is able to deliver us from the burning fiery furnace," and in proportion to our faith will we come through the test unscathed and with no smell of the fire upon our garments.

It was Jesus' unfaltering trust in the Father, in the infinite goodness of God, that gave him power over every manifestation of evil, whether of sin or sickness,—to cast out and destroy everything that was unlike good. Even at the tomb of Lazarus, when the testimony of mortal sense would have it otherwise, Jesus openly declared his confidence in the all-power of God to deliver from the

Sacrifice

THE supreme test of our devotion to any person or any cause is the test of sacrifice. What are we willing to give up? What are we willing to suffer for another or for the cause that we have espoused? The demands of our time, the demands of our lifework may not be to lay down our lives, but the devotion of friend to friend, of parent to child, of soldier to country, of any man to a great cause, often is such that he freely lays down his life in behalf of the object of his devotion. The practical lesson is not in the application of the extreme test but in living in the spirit of the Master with his attitude toward one's own life as related to other lives, the willingness to make even the greatest sacrifice if the cause demands it.—Rolle Cobleigh in *Christian World*.



Trucking street.

THE CHRISTIAN SCIENCE MONITOR

"First the blade, then the ear,  then the full grain in the ear."

EDITORIAL

Boston, Mass., Wednesday, May 29, 1912

Statesmanship with a World View

LAST year saw Ambassador Bryce, during the recreation period of his official year, touring South America and studying latest phases of its republicanism. This year he is to summer in New Zealand and see at first hand the methods and the fruits of democratic democracy. Keeping in mind how much he knows about the United States through more careful study than ever has been given it by a foreigner, will any one venture to say that with this knowledge of the world that lies beyond routine official ambassadorial duties at Washington, he is not a more useful diplomat to Great Britain than if he were a recluse, however adroit in his devices and penetrating in his insights into future international complications?

Commenting on the make-up of the first cabinet of the new republic of China, a well-qualified Peking correspondent of a London journal has called attention to the significance of the fact that most of the appointees are men who have seen Europe and America, at least superficially. Their experience of the world is not wholly Chinese. In their responsible duties they will act with memories of an Occident that is something more than a tale that has been told or a picture that has been painted.

Voltaire spent three years resident in England. "He left France a poet and returned to it a sage," it has been said by John Morley. Peter the Great, through his voluntary exile from Russia in his youth, gained breadth of view and knowledge of the world that later made him a greater ruler than he ever would have been otherwise. Ito, the greatest statesman of Japan, had the great advantage over Count Okuma, his rival, that he knew western Europe and America by first-hand study. Mr. Taft, Mr. Roosevelt and Mr. Bryan all have had opportunities for enlarging their capacity to discuss international affairs intelligently through world-forays such as American political leaders of former days never ventured upon unless after the harness of political service had been put aside. It is quite safe to predict that as the reign of George V. goes on, the British subjects of his majesty will have repeated occasion to be glad that the sovereign of the realm has sailed the seven seas, that he knows the world of which Great Britain is only a part, and that he has that world-breadth of view which never could have been his had he come up an insular product and a resident of palaces. Already, by his trip to India with his Queen, he has given a novel turn to history.

There being no dispute, then, that for a man of affairs of state, potential or actual, there can be no better training than a tour of the world, projects like the Interparliamentary Union, that compel travel of public officials, that force international conferences, and that break down provincialism in high places, are to be commended.

Passing of the Macadam Road

THE SYSTEM of road construction devised by that indefatigable Scotchman, John Loudon Macadam, stood admirably the test of light and tolerably the test of heavy traffic for nearly a century, and it is no small testimonial to the man whose name it bears that during that period it has survived most of the systems for ordinary highway construction brought forward as substitutes. The great merit of macadam was the availability

of the material and the cheapness with which it could be laid. It appealed so strongly to the English people that within a few years after its promoter had begun an agitation in favor of its adoption as a means of raising British highways out of the mud, he was able to supervise personally the construction of roads by his process in twenty-eight counties. He asked no patent and would accept no remuneration beyond the payment of his ordinary expenses. It was due to him that the declining years of stage coaching in England were relieved of many hardships. Although he refused knighthood late in life, he was prevailed upon to accept a gift of £2000 from Parliament.

The macadam system was adopted in all parts of the United States where such construction was at all feasible. It superseded miles and miles of "corduroy." It was used to surface the turnpikes. It was employed in the making of town and city streets. In the earlier years the stone was broken by hand; then came the wonderful rock crusher. At first the smaller stones were pressed with mauls between the interstices of the foundation stones; then came the still more wonderful steam roller. Of late years screenings of various kinds have been rolled with, or over, the stone, and in many instances a sand and tar mixture has been added to give the roadway a more consistent, a smoother and a more durable surface, but, these innovations notwithstanding, the process introduced in 1816 by John Loudon Macadam has continued down to the present day.

The sturdy and inventive Scotchman knew nothing of the automobile; especially ignorant was he of the pneumatic tire and its suction and road-destroying power. He built only in the light of existing conditions, and he built well. Today, however, the macadam road will not do. Nothing is plainer than that it is passing rapidly and must soon pass completely. It cannot stand up under the vacuum-creating influence of the rubber tire; its surface is disintegrated; its particles are ground into fine dust; the circumambient air is filled with limestone, and roadside vegetation and city millinery, suffer alike.

In the annual handbooks we read that scores of committees and commissions are working on the road pavement problem, have been working on it for the last five years, expect to be working on it for the next five. Macadam is passing, but nothing that promises to take its place has yet got beyond the experimental point. Of course, there are many superior pavements now, and there are many successful dust-prevention devices, but, as remarked above, the merit of Macadam's system was that the material was commonly available and the cost of construction low. If there is to be general road reconstruction in the United States and Canada a pavement must be introduced that will come within the means of the public. The attempt to use the high-class and high-price pavements of the city streets and boulevards would go far to bankrupt the taxpayers of the nation. The country is waiting for another John Loudon Macadam.

WE SHALL dare the accusation of saying something trite and shall affirm that the professions are crowded. We admit that there is nothing particularly novel about this statement, but like most very obvious facts it must be stated a good many times before the people hear what is being said. We are also aware that a great deal more attention is being paid to trade training and the choice of business or trade than used to be and of the fact the readers of this newspaper are kept aware in its news columns and through the medium of special articles. But what these cover is not exactly what we have in mind; it is something broader and, we think, more important, and is the capacity of the young man and woman to learn that any business, any trade, any way of making one's living, if they are honestly and carefully pursued are quite as dignified as another that may be susceptible of methods more soothing to one's self-esteem. Equality is an awful snob. Progress, advancement, improvement, enlightenment, can one say anything against them? Every one wishes them and deserves them, but conceive of an army all generals! Yet that is what a society tends to become for a while, where the virtues and the excellencies are spurned except as they may be displayed in what are called "the professions"; though in Shakespeare's day profession and trade were about the same thing.

The lawyer and the architect get paid with a little more ceremony; their change is still wrapped in silver paper; but when it comes to essentials, they and the carpenter are doing the same thing; all are being paid for work done, and a very agreeable process it is. What the United States wants, and with it most of the countries having popular government so called, is more men willing to adventure the excellence of small dealings, more that are willing to be tradesmen and artisans and dignify their callings by honesty and thoroughness, because a country never needs more than a limited supply of presidents, major-generals, chief justices and other officials of like prominence. On the other hand, a country must develop a popular economy of thoroughness or take a second rank; we say this with the domestic history of Germany before our eyes, an history that is in great part a story of a nation's thoroughness, and of the cooperation in excellence. A nation's virtues are never taken for granted save by its own members and even they may question them if after a time they seem to be more or less out of commission.

There should be nothing but praise for those that better their condition, as that phrase is commonly understood, through their own efforts; yet that has nothing to do with the fact that the first step is taken toward happiness and the first claim established on men's reward by the content springing from the pride in work well done, no matter what it be or how modest. Here will be an house not built on sand.

Drawing on One's Resources

TO ANY one looking over the files of old newspapers one of the great contrasts that they present to those of today is the absence of items about athletic sports. If we look at a Boston or New York newspaper of the '50's one will see plenty of stuff that is interesting and some of it even more today than when it was written, but he will not see many announcements of ball games and tennis matches. He will look in vain for the achievements of the golfer and the footballer and he will get the general impression that men in those days did without athletics. Perhaps they did as well and perhaps they did not, but one feature that is to be noticed today is that there seems to be more amusement in the sense that there are more distractions, yet we can hardly class an amusement as an athletic exercise. Men that have thought a good deal about such things, especially as they bear upon insuring wholesome schemes of living for young men, have pointed out that a large audience at a baseball game or a football match by no means represents a large number of those that themselves take a reasonable amount of harmless exercise. President Emeritus Eliot of Harvard University has always made this contention, if we do not mistake; and his opinion is a valuable one. The argument of those that share his views is that if more average men, in college and out, took what reasonable exercise they could, the result would be more symmetrical than if the work were committed to deputies in the shape of college and non-collegiate teams. There are two sides to a question and there are two extremes to what is called "athletic exercise;" nobody that knows the facts can contend that men devoted to athletic exercise by any means display the results that it is supposed to give, but on the other hand, there is quite as marked an extravagance in abstention from all forms of exercise save that which literally cannot be avoided. Men are not machines, but neither are they jellyfish.

The point, however, that we make is that mere distraction or amusement can be a good thing at certain times, but cannot of itself be an admirable thing; and we cannot but think that where men have resources in themselves, whether for thought or action or both, there they will in most cases find their paths easier. The reader understands that we do not ask the hard-working man to spend time that he cannot spare, but if the average man would examine the time spent by himself literally in doing nothing he would be surprised into admitting that if he had not leisure for Shakespeare and the musical glasses at least he could find enough to walk a couple of miles.

THOSE who are in doubt as to what really is literary fame might find food for thought in the fact that the town in Massachusetts called after John Milton is to celebrate its two hundred and fiftieth anniversary next month. The striking thing is that John Milton might have towns named after him in our time.

IT HAS been judicially decided that it is within the province of the wife rather than the husband to choose the wall paper. This seems sensible, in view of the fact that the wife has to look at it more than the husband, providing the latter works.

THE world is waiting, patiently but with great interest, for the man with the reliable automatic equilibrator. Until he comes there are a number of millions of people who will continue to prefer walking to flying.

A STUDENT at Columbia University has been found who says that he lives comfortably on \$1.45 a week. To do this he must deny himself course dinners. One who lives on \$1.45 a week in these times must economize here and there.

IT LOOKS very much as if the foundations for a potato Aroostocracy were being laid in Maine.

Trades and Professions

THE closing of the gates of the Gatun dam on the Panama canal, an event reported recently, means that the Chagres river, the real problem of the stupendous undertaking, is under control at last. From being a menace, as it was at the beginning, at every step taken by the engineers, it becomes one of the most useful of instruments. The Gatun dam is situated seven miles from Limon bay, on the Atlantic side, and is intended to impound the entire watershed of the Chagres river and other streams, the whole covering a basin of 1320 square miles. This structure is a mile and a half long by half a mile wide at base, and what has been in the past mainly a stretch of typical isthmian country, lowland, hill and jungle, with here and there the remnant of a pirate village dating back to the earliest days of Spanish ascendancy, by the impounding of the wild waters of the territory will in a short time become a beautiful lake. With nearly nine miles of the Culebra cut to Pedro Miguel, it will constitute a waterway of about thirty-five miles in length and about 164 square miles in area. It will be larger when filled than Lake Oneida, the largest body of fresh water in the state of New York.

Contrary to popular belief, the Panama canal will not be merely a narrow waterway through the isthmus. It will be, to a very great extent, a large lake approached from either side by canals. This lake will be eighty-five feet above sea level, and vessels essaying to enter it will do so by three grand steps, or locks, each 1000 feet long by 110 feet wide. The locks themselves, so as to economize the use of water, are each sub-divided into chambers of 400 and 600 feet each. They are, of course, of twin construction so that traffic may proceed in both directions at the same time. When a vessel reaches the upper level, or the great Gatun lake, it will be at a sufficient elevation above the surrounding country to give its passengers some magnificent views.

The point at which there has been most disagreement among experts is whether the waters of the Chagres and tributary rivers could be safely impounded; or, in other words, whether a dam of sufficient strength to withstand the pressure of the flood season could be built on such foundations as the isthmus has to offer. The tide-level canal advocates contended that this could not be done; Colonel Goethals and his assistants have not stopped to argue the matter, but have contented themselves with doing the seemingly impossible. The dam is now ready to receive the waters; it is, in fact, already receiving them. In the rainy season the run-off from the watershed of 1320 miles would fill the lake one and one-half times. This supply will make possible the development of an enormous horsepower for the operation of the locks, electric illumination, etc. There will also be opportunity in this supply for storage of a surplus that will be invaluable in the dry season.

It will be some time before the tract of country that is being artificially inundated will have been completely submerged, but the closing of the gates of the Gatun dam marks the beginning of the formation of what may properly be termed the most important link in the interoceanic waterway.

IT IS estimated in London that Americans spend \$60,000,000 on the continent annually. London is the best judge in this case, because it sees the tourists last, as a rule, before they leave for the continent.

ONE thing noted about recent happenings in Mexico has been the success crowning the efforts of the contending parties to suppress the news.

AN AMERICAN resident in Paris, who had profited much by travel, two years ago closed a varied career of business and, passing on, bequeathed a considerable fortune. One provision of his last will and testament was almost unprecedented, in that it put in the hands of designated American educators and business men funds wherewith to enable two American college professors each year to travel around the world, each with \$3300 income. Route, division of time and object of mission, these are minor details left to the selected travelers. The major consideration is that they shall encircle the earth, have cash for spending money, as well as for traveling expenses and get an enlargement of horizon, an invigoration and a sort of education that can be gained only by seeing the world. Last year the appointees were from Wabash College, Indiana, and the University of Georgia. This year they are from Goucher College, Baltimore, and the University of California.

Naturally the trustees who administer the fund will select men from institutions limited in resources and without other provision for anything of the kind. Universities and colleges that give professors sabbatical years on half pay do practically the same work for members of their faculties that Mr. Kahn's bequest does for these two fortunate recipients, though in few cases is there any such income as his generosity provides. The principle is the same, whether viewed pedagogically or pecuniarily. Endowment creates income which is invested for the time being in travel; and the pedagogue who has been incessantly giving himself out is temporarily taken out of the class of teachers and made a pupil again. He rests while traversing the high seas between continents. From the library and contracted class room he escapes into the roomy world. Regions of earth and races of men known intimately to him through books he now sees with his own eyes. He enters on an era of impressions after a period of incessant expression. The reservoir, as it were, that had been steadily tapped, now begins to fill again. Mere pedantic knowledge, under the light of personal observation of classic lands and peoples, begins to put on the flesh of wisdom, where hitherto there has been naught but dry bones. Where the point of view has been provincial or parochial it now becomes international and interracial. Old words of the vocabulary, like humanity, social solidarity, catholicity, brotherhood of man, take on new meanings. Patriotism takes the places of chauvinism or jingoism if they have previously existed, and it assumes a more rational aspect even where previously rightly conceived.

Obviously such results are doubly significant where the persons so altered are teachers of youth, molders of plastic character, definers of cultural ideals. A college with a faculty member who has toured the world as a serious mission of personal development to get a maximum of good from it, has in him an asset which no enrichment in the way of buildings or apparatus can duplicate. He returns from his world tour to the college campus substantially changed, with resources as a teacher and friend that may make him doubly effective thereafter.

Forming the Great Gatun Lake

Endowed Travelers